

Venezuela vision, and as the Canadians were deceived by the distant view of Australia, so there are people here who fancy they see in the distance that which is not discernible nearer home. For their own welfare these should seek opportunities closer at hand. If Mr. Smythe and others who can tell the people of the East of the wonderful progress of Utah can see in its unoccupied lands the certainty of success for many thousands of the honest sons of toil, how is it that those of this class right here will not look upon the same picture?

For the dwellers in these mountain vales, there is abundant place for colonization in these valleys. Of what advantage will it be for a man now here to leave for a new country, and to see two men from elsewhere live where he has failed? The people in these valleys should maintain themselves here. There is no occasion for the present dwellers to seek homes elsewhere, in hope of doing better. That accomplishment is out of the question. Others will come here and will do well. Why cannot those now here do equally as well or better than the newcomer? They surely have all the energy, the intelligence, and the experience that they can hope to start with in a new land.

Gazing over this Territory, what is the condition presented from the colonization point of view? There are in the cities many men who cannot obtain employment sufficiently remunerative, and therefore they want to move out. They are asking where they can go. What is the outlook for planting colonies? With the exception of three or four of the most thickly populated counties, there is abundance of land and water for colonists who will do pioneer work. From Rich and Cache counties on the north to Kane and Washington on the south, there are opportunities almost everywhere. Colonists need not expect to find broad and well watered valleys like Salt Lake and Cache unoccupied. No colony that can start out now needs such a prospect. But of such as they do need, in at least twenty of the counties of Utah there is field for new settlers, equal or superior to anything they can find outside of the valleys occupied by the Latter-day Saints. This fact gives reply to the inquiry where to colonize: the Mormon people among the Mormons—the inhabitants of Utah in Utah, unless there is special reason for selecting another location.

UTAH IN THE PAVING EXHIBIT.

The News readers will remember the visit of St. Paul and Minneapolis officials to this city a few weeks ago, to inspect the asphalt street pavements. The occasion of this trip of inspection was that St. Paul especially is desirous of repaving its streets, and the municipal authorities wish to use the most suitable material available. Seven or eight years ago the Minnesota capital paved its principal streets. The rage then was for cedar block, chiefly because it was less expensive than other material. But less than a decade of years has shown that the cheap pavement of cedar block laid on a plank foundation is the most costly after all; for instead of hav-

ing a street covering which, with a reasonable amount of repairs, would be practically indestructible, tattered pavements in the last stages of decay are teaching the people the oft-learned lesson that the best work and material after all is the cheapest.

One effect of the efforts of St. Paul officials to secure a suitable paving material is the establishing of a paving exposition in that city. As for the show for wooden pavement, that is ludoated by the fact that there is only one exhibit of this class in the display—cedar block on a concrete foundation. In the other materials are asphalts, granites, sandstone, paving bricks, etc., which are represented in diversified form. An interesting feature is the "quartzite" as it is called—a new discovery which it is said has set geologists agog, as they have not yet been able to classify the stone. It possesses remarkable uniformity in color and texture, closely resembling very fine grained granite, and is of a bluish tint; it has a cleavage in two directions, and is easily prepared for paving. These features, with its capacity to bear weight, which is nearly one-fourth greater than granite, cause it to find much favor as a paving material. Notwithstanding this, however, the asphalts are in the lead, as indicated in the editorial remarks of the St. Paul *Pioneer Press*, which recites the fact that an indispensable element of any good pavement is the concrete foundation, and goes on to say:

Of all the materials which have been from time to time proposed as surface cushions on this bed of concrete the survival of the fittest has left three only as candidates for public favor. The exhibit, therefore, is confined wholly to these three—*asphalt, granite and brick*. Of these the asphalt easily takes the first place. It is nearly as durable as granite. The contrast of its smooth surface with the rough face of the best hammered granite, as displayed in the exhibit, explains the preference shown for it in most of our progressive cities for both residence and business streets. There is but little room for granite in St. Paul except on the slopes of hills or on a very few streets, if any, where the traffic is or is likely to be abnormally heavy. At present there is no street in St. Paul where an asphalt pavement would not sustain the attrition of the heaviest existing traffic. The brick pavement is a younger candidate for public approval. As bricks are now made for this purpose in certain localities they are very hard and oppose an almost flinty surface to the wear and tear of traffic. They have been extensively used in Detroit, Kansas City, Des Moines and elsewhere. They make a smooth and handsome pavement. So far they give evidence of durability; but they have not been sufficiently tested to justify any positive conclusion on this point.

This brings up the consideration of the asphalt exhibits, which include the display of the Trinidad lake product by the Warren-Scharf company of New York, the Bermuda product by Hennessy & Co. of St. Paul, and the Utah product of Wasatch rock asphalt by the Wasatch Asphaltum company of this city. The latter attracts much more attention and favorable comment than either of the others. Of it the *Pioneer Press* says:

The exhibit of the Utah asphalt was of more than ordinary interest, as it differs essentially in its character from the pitch lake asphalts. It is claimed for this asphalt that it is the best paving

asphalt in the world. It is superior to the Swiss land asphalts in that it contains a much greater proportion of asphaltum. The paving material is formed by the admixture of an asphalt gum which, as found in its native state, is 99 per cent pure asphaltum, with the lime rock asphalt and sand to reduce it. Unlike the Bermuda and Trinidad products, this asphalt does not have to be refined, but comes in a practically pure state and has to be reduced to lower grades. It is claimed that the Utah deposit is the largest and richest deposit of asphalt in the world and the only one in the United States. It is insoluble in any acid and is a valuable commercial product. Not only can it be used for paving purposes, either in the form of blocks or as a sheeting, but it is used for flooring and roofing tiles; as a filler, as paint and in many other ways. As a paving material, it is claimed for it that it can be made either hard or soft, is water-proof, acid-proof, will last longer, will not crack, is more pleasant to ride over and is less noisy than any other known pavement. The only place it is in use thus far as a paving material is in Salt Lake City, where the extremes of climate are very marked. A sample of it, which has been down on one of the principal streets of that city for over three years, showed little signs of wear.

The statements contained in the foregoing paragraph may be old news to Utah people, but coming from such quarters they are now good news. They show that the great value of Utah's resources is being recognized without her borders, and instead of the old idea that naught that is good may come from this Territory, a revolution in sentiment is manifest in the eagerness displayed to herald the good qualities of our native products. Utah asphalt is a safe and sure foundation for St. Paul in the purpose to which it is adapted; and yet it is only a little one among the many good things that are offered by this Territory for the lasting comfort, convenience and benefit of man.

DO BE CONSISTENT.

The *Christian Statesman*, to whose assault on the Mormons the News made brief reference a short time since, has had another attack of the horrors on the subject, and in its issue of April 6 bewails the prospect of Utah's admission in saying that "the bestowment of Statehood upon a Territory with a population predominantly Mormon cannot prove anything else than a political blunder of the gravest kind." Then it declares that "the original Christian forces of our national life must be cherished and promoted," and urges that such elements as the Mormons should be assimilated "into harmony with the principles of a pure Christianity founded on the Word of God."

For the consolation of our much-worried yet illogical censor we will say that from a religious point of view the Mormons do not care a whit whether Utah becomes a State or not. They know they are in harmony with the principles of pure Christianity, and that God is able to take care of His work and will do so, State or no State; hence they are not troubled about that matter. Utah people, Mormon and non-Mormon, who are seeking Statehood are doing so as American citizens who want their rights under a republican form of government, independent of creed or party.