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A TYPICAL DEFAMER.

The narration of one Mrs. R. B. Macleod of Chicago, who says she has spent two years shadowing Mormon missionaries in Europe and ferreting out information as to their general demeanor and especially their immigration methods, makes an entertaining column and a bait in the *St. Louis Globe-Democrat* of the 7th of October. This heroic soul poses as "the only one of all the missionaries who have gone to Europe to investigate the methods of the Mormon Elders who has ever returned to tell the tale;" a distinction to which she is entitled when it is understood that she is the only one who found any tale to tell. Two ladies who went out ahead of her have never been heard from since, she says; she doesn't believe they were murdered [her incredulity must be rare, indeed!], but she declares they must be held somewhere by the Elders in out of the way places where they can not communicate with the outside world! This would be amusing if it were not so flat. It is surprising that Mrs. Macleod can consider the Mormon Elders so merciful and half-hearted; she must at least think they are starving these two poor ladies, perhaps also keeping them in rags and darkness and practicing all manner of indignities upon them. It evidently has not occurred to her that her two absent friends may have found that they could do some good by preaching and practicing a little Christianity themselves, and that bearing false witness could not be made permanently satisfactory to the soul, though it might yield notoriety to adepts and prove temporarily profitable to the pocket.

Four weeks is the average time consumed by the Mormon Elders, says this authority, in making a convert; and the latter are plied up mostly in Liverpool, Queenstown (!) and other shipping points, where emigrants, all unconscious of Mormonism, gather for embarkation for the New World; "they are quartered at the hotels, boarding houses, etc.,"—during the process of conversion, we presume,—and many of them cannot speak English." These boarding houses or missions "all have printing houses attached," where "the women do all the work and the men stand by and look on." "The converts come now-a-days by way of New Orleans, and in addition to forts in Mexico, they are building a colony in North Dakota." "When the Utah Commission recently declared that Mormonism is dying out and polygamy is not practiced," Mrs. Macleod "intended to attend their meeting" and impart some of her information; but she was too sick to go. She knows of some of the Elders who

have fifteen wives—a tolerable evidence that polygamy is still practiced—and this is one of the things she doubtless wished to tell the Commission. "The Elders are all bright, smart men"—in one paragraph—while in another they are "a lazy, shiftless, brutal set." She says they never suspected that she was not a firm convert to their faith—which is certainly a poor tribute to their brightness and smartness, and she told them, perhaps in all the four languages of which she says she is mistress, that she was "a Mormon missionary from Utah who had been sent over to assist them in their work." In reality she was doing all this spying and shadowing and ferreting for a particular purpose, and "a part" of her discoveries "has been turned over to the United States Immigration Bureau." It is to be regretted that the bureau has not possessed itself of the whole of it—the part especially where she confesses herself a liar. It is good in estimating the value of a witness to know in just what category he classifies himself; it furnishes a good basis on which to build in taking further testimony. There would be no difficulty in proving that in all Mrs. Macleod's assertions there is scarcely a sentence that does not bristle with falsehood; but in view of her own estimate of the value of her evidence, such an effort, though in itself a pastime, could be nothing but a work of supererogation.

THIS SIGN CAN'T FAIL.

When the pinoe pine trees are loaded with nuts and the bushes bend with their weight of "sarvie" berries, the Indian thinks the ensuing winter will be a hard one. The trapper predicts a long, severe season when the muskrat and beaver cover their surface habitation with a great mound of flags and rushes, or burrow deeper into their subterranean home. The hunter draws his conclusions from the down on the wild goose's breast, or the bark-gnawing teeth of the last spring's fawn. The husbandman finds a never-failing indication in the husk and arrangement of the kernels upon the corn cob. The outdoor laborer cannot be mistaken in expecting a long spell of enforced idleness through stress of weather if there is a "sweating" of the palms of his hands. All this is coin that passes current among the weatherwise, though sometimes rejected by those with whom "a sign" is only of interest and significance when it fails. But there is one indication whose force will not be lost upon the most skeptical—it is even more emphatic than a raise in the price of coal. In support of the belief that we are about to enter upon a long, cold, stormy season, one needs but to refer to the moving influence, exemplified in three instances of late in this city among a certain class of visitants of tailor shops: "when the enterprising burglar goes a burgling" he seeks for his plunder a full line of winter clothes.

Mr. Ormsby has met with great success in the electric light enterprise, and between this and the 1st of January, 1893, the inhabitants are likely to see the city lighted with electricity.—*Tucson Citizen*.

THAT DOLLAR FARE TO CHICAGO.

A few days since mention was made of a proposition by a New York paper for the railroads to establish dollar rates over their roads during the World's Fair. At that time we endeavored to show how extremely improbable it was that the different companies or any one of them would do anything of the kind—that such corporations were not eleemosynary institutions and that while they might and of course would reduce their rates considerably, it would only be so far as would enable them to come out ahead by reason of the greatly increased patronage. We thought we understood the subject well enough by observation and experience to be justified in speaking in that way, and think so yet. The metropolitan luminary spoken of, however, does not; it keeps up the discussion and in such a way as to cause one to believe that it really expects to accomplish the purpose advocated. This is from a recent issue:

When the *Mail and Express* declared that a one-dollar fare to Chicago, under conditions which it specified was not only possible, but profitable, it did not base the statement on the hazard of dubious estimate or conjecture. Accurate results had been reached by official investigation, and the certified reports were a part of public records. In 1873 the Board of Railroad Commissioners for the State of Massachusetts reported that although the railroads were wastefully conducted the total cost of carrying a passenger 100 miles was but eight cents. Abroad, official investigations in England, France and Belgium have determined the total cost of transportation for the same distance is but five cents. Taking the latter figures as a basis, the cost for 1500 miles, the distance specified by the *Mail and Express*, would be but 75 cents, leaving a margin of 25 per cent. profit.

The *Mail and Express* then goes on to show that the plan proposed is not in any sense a financial impossibility; that if it could once be proved that the railroads could afford to pay for the new additional cars required for the trains for workmen the other features of the plan would necessarily follow, that the railways could not only afford to pay for the extra cars but would make money out of the transaction. With sixty-two persons in each car, which would just fill them, it would take 615 cars on each line to transport one million people during the twenty-six weeks in which the exhibition will be open. Each car would cost about \$3000, or 1,800,000 altogether.

At one dollar per capita nothing but a deficit is observable in the scheme so far, but Editor Shepard is as far-seeing as he is erudite and moral; when he suggests a plan for the amelioration of the condition of his fellow man as well as enabling the railway companies to adopt the Iagoan injunction to "put money in thy purse," it may be taken for granted that the subject has received consideration from top to bottom, with all its dips, spurs, angles, sinuosities and tracings, and from start to finish. He thus goes on to show that "the average life of a car is ten years. At the acknowledged profit on the mere cost of running these trains, exempted from all share of cost of the railroad and its general ex-