

Goodwin's Weekly

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VOL. XX

SALT LAKE CITY, UTAH, MARCH 9, 1912.

No. 21

PUBLISHED EVERY SATURDAY,
TENTH YEAR.

SUBSCRIPTION PRICE OF GOODWIN'S WEEKLY.

Including postage in the United States, Canada and Mexico, \$2.50 per year; \$1.50 for six months. Subscriptions to all foreign countries within the Postal Union, \$4.00 per year.

Single copies, 5 cents.

Payment should be made by Check, Money Order or Registered Letter, payable to Goodwin's Weekly.

Address all communications to Goodwin's Weekly, Entered at the Postoffice at Salt Lake City, Utah, U. S. A., as second-class matter.

P. O. Boxes, 1274 and 1772.

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It Looks Like A Good Year

All the signs point to some present planning which is liable to culminate in a vast amount of work being in progress in Utah in the coming four months; in the way of railroad building, east and west from this city and the establishing of some industrial plants, near here, of giant proportions.

The railroads have to pay \$28 per ton for rails. It is a clear case that they do not cost the manufacturers any more than they did when they were selling them at \$21 per ton.

One would think that some men or company would be attracted by the iron deposits in southern Utah.

If there is not serious trouble in obtaining the proper fuel for reducing those ores, they ought not much longer to lie idle. Then it is easy to count upon one's fingers at least twelve mining districts in western Utah and eastern Nevada which 250 miles of railroad would penetrate or flank.

In the nature of things that region cannot much longer remain unoccupied.

At least two of those districts have more indications to attract miners than did the Park or Tintic during the first ten years of their active work.

This is one of the years when every acre of land in Utah which can be put under cultivation should be utilized, for food is high and the demand this year is going to be very great.

There are elements of wealth here to give a great many more thousand people employment and they should all be called out this year.

Our Ships And Trade

COMMISSIONER CHAMBERLAIN of the Bureau of Navigation, reports that in all our sea ports not one ship for over sea trade has been built since 1907.

And yet our lake and coast commerce is so great that ours is the second ship-building country in the world. A steady effort has been made for several years to turn our coast shipping trade over to foreigners, but that thus far has failed. We can find the American flag on lake boats and on coasters, but it disappears when a voyage to a foreign port is made.

One would think that congress in very shame would provide for ships enough for our people to carry on a steady trade with South America, by the time the canal will be finished, for there

during the rest of this century, should be our best trade, and there especially, is the field in which our foremost young men will naturally go to forge out for themselves fortunes and names.

We would think that our government might imitate Germany in this.

Reduced to a plain statement, Germany says to her manufacturers: "Go to foreign ports and establish trading stations and we will see that the freight charged you is not more than English or French or Spanish merchants have to pay. We will see, too, that your country's ships call at your port regularly for fifteen years to come. That will give you time to learn the language and customs and the character of goods needed."

It says to its ship companies: "See that your ships call at certain ports regularly at short intervals, carry freight as cheaply as foreign ships can and if you lose money in the trade we will make the deficit good."

In that way Germany has become the second in the rank of her foreign trade and has grown immensely rich in that trade and all within thirty-five years. More than that, her capitalists are heavily interested in the railroads, the rubber fields, the plantations and all the immeasurable works which are beginning their expansion on that continent.

Our indirect trade with South America is already very great; it should be exchanged to direct trade, for under that it would increase in regular ratio for half a century to come. It is good to send Secretary Knox down there, it would be vastly better to send first class merchant steamers and keep them running. This report of Commissioner Chamberlain has another statement which ought to close the mouths of all the moss-back editors who, taking their cue from those attorneys of English ship owners, the New York Times, the New York Evening Post and a few other journals, every few weeks assert that could we but wipe out our obsolete shipping laws—which would give the coast trade to foreigners—and permit our capitalists to purchase foreign ships, we could compete against the subsidized ships of Great Britain.

This report says that ship steel sells cheaper in this country than in England. Its words are: "The market price of ship plates 'f. o. b.' at Pittsburgh in this country, and in Middlesborough, in Scotland, is given for every month up to August of 1911. In every month the American price is markedly lower. It was \$29.68 in August, 1911, against an English price of \$32.85. The record of previous years shows that ship steel as a rule is going up in England and down in the United States, restoring to us the advantage which we long held in timber.

The Theatre Celebration

THIS Salt Lake Theatre anniversary celebration is most appropriate. Not many people can understand or appreciate the full scope of the celebration. When it was built, Salt Lake valley was a little oasis in the midst of a desert whose waves had broken and become fixed upon the bare shores of the world for a thousand miles in all directions.

That a people thus situated should determine to build a playhouse to which across the weary space, the inspiration and the words of the great

dramas could be brought and portrayed was something wonderful; that a surprising genius could fashion for them a house which to this day awakens the admiration and approval of the most famous architects, was alike wonderful.

It supplied a school for Utah, most useful in its course of instruction. Imagine a boy or girl who had grown to maturity here who had received but limited educational advantages, who had never had access to any extensive library, all at once entering such a house and having presented to them a stately play. They must have felt as did Columbus did when that autumn morning broke and before him lay outstretched the fair island with its luxuriant forests and climbing vines, and from that first night new impressions came to them of life and of the great world which

new ambitions were awakened by it, new hopes, new aspirations, new views of life, new ideas of life's duties and courtesies. And to those who with splendid zeal and industry sought to make themselves fit to assume different roles, in order to insure welcome and interesting dramas, great praise was and still is due. The effect of their work is still seen in the superior dramatic abilities of many of their descendants and in the descendants of those who watched their work. It is good to read their names now reverently and to those who have passed from this stage especial wreaths should be spread upon their final couches.

In every history of Utah especial attention should be bestowed upon them, and their pictures as they were in life should always be portrayed.

It is a most graceful and gracious work for the men and women of modern Utah to celebrate this anniversary; what their predecessors did was altogether splendid, and this labor of love now is a touching evidence that those who have succeeded them are not lacking in affection, appreciation and admiration of them and their work.

Italy's War

A STUDY of the dispatches makes plain that all Italy is not quite so enthusiastic about the war as might be indicated by the uproarious scene when the measure came up to ratify the annexation of Tripoli and Cyrenacae, which the king of Italy had already proclaimed.

One member had the boldness to point that "the war was costing \$400,000 per day and that in the opinion of General Caneva, the commander-in-chief of the forces in Tripoli, the army there cannot, for many years to come, assure to Italy anything but the coast towns of Tripoli."

The diversion in the Red sea, it is said, was made to hasten the close of the war, the theory being that Turkey will sooner cede Tripoli to Italy than to take the risk of having the Hellespont opened and Constantinople captured.

But Italy is treading on dangerous ground there. None of the greater powers of Europe want anything like a Holy war. England has a hundred millions of Moslem subjects; Germany has a great many, and, moreover, she is extending a railroad and trading stations into the very heart of the Mohammedan power; while Russia has millions of Moslem subjects in Turkestan,