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HOW TO GET TOGETHER.

The News thinks "if the citizens of Salt Lake cannot unite sufficiently to elect a city council next November which will seriously and wisely conduct the public business, instead of indulging in personal encounters and wasting time in tomfoolery and senseless strife, they will deserve the consequences, and will suffer from them, until they get together and secure a respectable if not a model administration."

It might be hard to understand what the News means by "getting together" if we did not know it so well. It means for all Mormons to vote for all Mormons on both tickets, and to see that on the two tickets enough Mormons are named to make the quorum of councilmen. If that can be done, then the council will do what it is bidden to do, and that the News believes will secure "a respectable if not a model administration." If any Gentile puts any other construction on the above extract, he will surely be fooled, and if Gentiles generally have not spirit and independence enough to flock by themselves and in the city elections unite to support only Gentiles for councilmen, then they well deserve just what they will get, which will be just what they now have, a solid Mormon majority against a helpless Gentile minority. They can see that if primaries are called in the old way, conventions held, nominations made and a campaign carried on with the old zeal, when the election is over and a majority of Mormon councilmen are elected, the men elected will cease to belong to either political party; their professed allegiance to either party will not count, they will simply be what they always have been, the serfs of the Church, and it will be to the head of the church and the church organ that they will look for instructions. The matter of allegiance to party will not concern them, any expressed or implied obligations to perform their duties like honest men and Americans will count for nothing at all. The only thing expected of them will be that they "obey council."

Two years ago many Gentiles believed that men who are honorable and high-minded in business matters would be honorable and high-minded in office. So far as the Salt Lake City Council is concerned, no man will have any foundation for that belief hereafter. The only way to have

peace will be to elect a strong majority of either Mormon or Gentiles, and if the majority is to be Mormon, then the engineer and other officers should be Mormon, or the majority in the council will neutralize all their efforts to carry on the duties of their offices, even as Fernstrom bought Engineer Kelsey until valuable rights of the city were permitted to lapse. That what he did was approved by the church and made clear when he, despite his record of worthlessness and criminal neglect of duty, was triumphantly re-elected. It will always be so so long as the church bends down to dabble in local politics, and Gentiles should see that fact clear enough by this time.

The next council should be made up of thorough and far-sighted business men. As events are moving the momentum of a mighty progress is about to strike this city. Men capable of meeting the questions which that progress will bring and to adjust the public business of that city to it, should be in control. The disgrace that rests like a canopy above the present council should be swept away. The present council is not wholly made up of narrow men, but the few competent ones are helpless where they are, because with the majority there is no question of what is right or what is best for the city, but rather, "what does the church want us to do?" It is clear enough that men so ensnared can but be inefficient managers of the business of a large city, especially a city in the first expansion of what is to culminate in a swift transformation. Water, sewers, pavements, parks, new franchises, new school houses—a thousand important questions and at least one of them so serious that only a business grasp equal to real statesmanship can cope with it. Think of all this being run by the church and with the church organ as chief wriggler, ready at any time to cover up incompetency, to justify any outrage or wrong, and to make clear that perfidy in a holy cause is a shining virtue.

Gentiles, in the coming city election should flock altogether by themselves.

THE HILTON SCANDAL.

The withdrawal by Mrs. Hilton of her complaint to suit for divorce strikes us like the final act of about as nasty a farce as the public has been called to witness for a long time.

It all looks to us as though Hilton took a younger sister of his wife to California and was probably married to her there by some good Sainly Elder; that they lived together in Los Angeles until they feared arrest; that their quarters were found for the plural wife and Hilton returned to Utah. That the suit for divorce was entered to protect Hilton and his plural wife in case of their arrest; that, had that happened the suit would, if necessary, have been pressed to a conclusion so that Hilton might have escaped the penitentiary by marrying the younger woman; that when the young woman was securely hidden, the occasion for the suit ceased to be imperative and it was withdrawn; that the legal wife and her mother knew all about it from the first, that the bluff of a divorce suit was merely to protect the culprits, that Hilton's wife and her mother were from the first co-conspirators to accomplish a polygamous marriage, and at the same time to

protect the culprits until the excitement should subside.

We think the above is correct, because no other hypothesis is tenable and—of such is our kingdom.

IRVING M. SCOTT.

In the Nation's Hall of Fame should be a statue of Irving M. Scott. Because of his work the last two and the finest of Cervera's ships were driven upon the beach in flame and wreck; because of that, in the eyes of the world, the United States shone out the foremost of the world's powers. Irving M. Scott built the battleship Oregon. She sailed from Seattle under urgent orders, down the long western coast of our continent, through the stormy straits; up the eastern coast and anchoring in Jupiter Inlet, Florida, reported by wire to the Secretary of the Navy and at his order, without repairs took her place in Admiral Sampson's fleet. When the fleets of Admiral Sampson and Schley were united the Oregon was allotted almost the central station in front of Santiago harbor. There the watch was held for almost forty days when suddenly the flagship leading the Spanish fleet appeared coming out of the harbor and turning westward the fleet fled fighting as they ran.

One general order was posted on each American ship to the effect that should the Spanish fleet appear to engage it at once in battle, the Brooklyn on the west end of the curved line was a 22-knot ship, Captain Wainwright in the little Gloucester was next, the Texas next in the line was a 14 or 15-knot ship, the Iowa next, was a 16½-knot ship, the Oregon next in line was of the same registered speed as the Iowa. The running fight at once began. The Brooklyn was first engaged, being nearest in the back of the enemy, then the Texas, then the Iowa, but the Oregon swept by the Iowa and Texas as though they had been still at anchor and side by side with the Brooklyn, pursued the fighting. The utmost speed that could be got on the Brooklyn was 16 knots, on the Iowa 10 knots, the Oregon ran faster than on her trial trip, roaring with all her great guns as she ran. One after another of the Spanish ships were destroyed until finally the Colon with the Viscaya following close—the finest ships of the Spanish squadron under all speed stretched away to the southwest. They had escaped the American ships, all save the Brooklyn, a cruiser, and the battleship Oregon. The Viscaya was soon put out of the fight and a little later a shell from one of the turret guns of the Oregon struck the water close beside the Colon, when her commander turned her shoreward and beached her.

Except for the Oregon the Brooklyn could not have maintained the battle against those last two superb ships of the enemy, and the victory would have been shorn of half its laurels. It was the Oregon's victory; the superb achievement was due to the man on the deck and the engineer in the hold, but behind these the picture of Irving M. Scott shines grandly out. It was he who built one battleship and one cruiser—the San Francisco—which sailed down one coast of our continent and up the other, reported on coming to anchor that they were in perfect condition needing no repairs. No other such record was ever made. Another of Mr. Scott's ships—the Olympia—was