

ment, bought out the rude material of the establishment, moved it to Virginia City and really created the Territorial Enterprise. He sold a small interest to Dennis McCarty, who likewise was a trained compositor and fine writer, and the two at once made a catchy newspaper. They were both Bohemians, with just the needed attributes to get all the news and present it in taking form and to back the news by terse editorial opinions.

Then William Wright, whose nom de plume was Dan DeQuille, a wonderfully accomplished and quaint writer, began his contributions to the paper. The next year (1861), when politics were at white heat, Samuel L. Clemens—Mark Twain—who, by the way, was a born rebel, wrote a burlesque Fourth of July oration, which was published in a little paper at Aurora, 100 miles south of Carson. Clemens at the time was starving on a little placer mine just outside of Aurora.

The oration began with words something like these: "I was sired by the Great American Eagle and borne by a Continental Dam." Goodman saw it and wrote to Clemens that if he was not doing better at mining, then he could as a reporter on the Enterprise; he would save a place for him. That offer and the steady judgment of Joe Goodman during the next seven or eight years, made the later Mark Twain possible.

McCarty sold out and R. M. Daggett, who had been editor of the Golden Era of San Francisco, took the place of associate editor on the Enterprise. Then with Goodman, Daggett, Mark Twain, Dan DeQuille and C. A. V. Putnam on the staff, the Enterprise became next to the Sacramento Union, the great paper of the coast, and one of the best published anywhere, and maintained its place until the last great bonanza ever found there was worked out. It has died now of inanition. It was a great newspaper, in some features inimitable. We doubt if there will ever be another quite like it. The conditions and the men to put the conditions in form cannot again be brought in combination.

Ironclads

THE North sea fight would seem to vindicate Admiral Farragut's judgment that ironclad ships would soon be discarded, because the limit to the weight of armor that a ship could carry and still float could easily be figured, while no limit as yet could be estimated of the power of explosives that guns could be cast to hurl at an enemy. In the North sea fight the great ironclads that were in the main fight very soon became little more than steel coffins for their crews and the destruction was so swift that nearly all on board must have been killed by the missiles hurled or drowned.

The old wooden war ships, after having been rent through and through and practically destroyed, often floated for hours, giving ample time to take off survivors from the storm of battle; but a shot or two below the water line of a dreadnaught seems to be enough to convert the costly ship into a mere coffin.

The sorrow in both Great Britain and Germany must be extreme, for the pride of both nations was centered in their respective fleets, the scions of the aristocracy of both powers sought service in the fleets. There is a balm to the sorrow that comes when loved ones die on the battle line, but to know they were trapped and drowned but adds to the sorrow.

Admiralty boards should study ship building from a new point of view.

To a landsman who knows nothing of the finer details pertaining to building or maneuvering ships in battle, the first thought is that great speed is one of the prime essentials. This necessitates great propelling power and the engines and screws must have all possible protection. This would seem to make it necessary to expose as little surface as possible to the enemy's fire,—then

both direct and plunging fire—this, too, would limit the number of guns to a few, the points that Ericsson must have studied continually when building the first Monitor; all except the factor of speed.

Had he lengthened and broadened the Monitor so that he could have doubled her speed, would he not have had an invincible craft for his day?

But since then the submarine has come and new problems are presented. Is there no pliable netting that can be let down from a ship's overhanging deck that would distract the attention of a torpedo or induce it to expend its force where it would not harm the craft which it was intent upon destroying?

Again, what about young Hammond's invention? He stands upon the shore and with an invention through which he generates and controls an electric current, he directs that current to a boat lying out in the bay before him and causes that boat to start into life, move out into the open sea beyond the harbor's bar, turn around and come back to its moorings and stop. Would not the next lesson in that same course show how, if there was any explosive in the boat, it might be blown up? If that could be done then the torpedo could be met and defeated at its own game.

But for that matter with that invention perfected, it would be useless to build any more fighting ships of any class, any more forts, and wars would be impossible, for whole armies could be destroyed as swiftly as were the hosts of Sennacherib.

Of course there is constant study to improve upon both the submarine and the airship. Could the latter be brought to anything like perfection it would become at once a potential agent in peace as well as war.

At first it would carry the mails, then passengers, then before very long every wealthy gentleman would want one as he now wants an automobile, to do his running about, and if he wished, to make "every season summer" by accompanying the procession of the seasons.

Naval experts cling to great, armored, swift and mightily armed fighting ships, but the North sea fight demonstrated that after all they are figuratively speaking like the image that Nebuchadnezzar saw in his vision, very splendid to look at, but with feet of clay and when two of them meet in battle they are both liable to be but steel coffins in ten minutes.

China's Wretched State

THE president of China is dead. We suspect that the dream of making China a republic will swiftly follow.

Her most gifted statesmen and scholars have about reached the belief that their people are not yet ready to govern themselves, especially with having Japan and imperial Russia close neighbors.

The masses of their own people respect no law, but force. They, too, are so lost in poverty that no enlightening ideas can come from within and some of their own upper classes have expressed the thought that a just rule of force will be better for them than a so-called free government administered by fools and rogues. We are not at all sure that this latter view is not the right one. But can they be sure of a just imperialism! China needs roads, factories and red schoolhouses to have the chance to obtain financial prosperity and to forget the sorrows and outgrow the vices that centuries of sorrow and isolation have heaped upon the people.

Edith—That Mr. Phan is conversationally impossible. Ethel—Why so? Edith—We were talking about the theatre, and when I inquired what was his favorite play he said—if he had any favorite it was seeing a man steal second.—Boston Transcript.

A. O. JACOBSON

(Continued from page 1.)

ground at Alta, which was later known and developed as the Columbus Consolidated and from which was produced over \$2,000,000 worth of ore.

Later, they secured the South Columbus property, which afterwards took in what was known as the Columbus Wedge and the Alta Quincy, which was taken over and known as the South Columbus Consolidated property.

Under their direction the mine was completely equipped with modern machinery and building and a vigorous campaign of development was inaugurated, consisting of thousands of feet of tunnels, crosscuts and upraises, and considerable ore was opened in doing this development work. Some of the ore shipped at that time brought only a small margin of profit, but at this time there are said to be thousands of tons of ore that can be profitably shipped when proper transportation facilities have been provided. This property in comparatively recent years was taken over with the Alta Hecla and is now known as the South Hecla Mining company.

The Jacobsons also bought in what is known as the Columbus Extension property, driving a tunnel a distance of five thousand feet, which is now within sixteen hundred feet of the famous Cardiff. Still later the Jacobsons secured control of the Alta Con. and developed that property until Tony Jacobson was taken seriously ill and after two years of inactivity, died.

Since that time A. O. Jacobson has made greater efforts than ever to rejuvenate the old camp of Alta, and has worked persistently and diligently in the great district. At the present time he is operating the Alta Con., the Sells and Columbus Extension, and has also taken the management of the Michigan-Utah, from which shipments of ore are being made over the aerial tramway. He has also secured an option on the Old Emma mine from Jesse Knight, of Provo.

Mr. Jacobson is now heavily interested in the Park City district, where he and his associates have acquired and incorporated what is known as the Park City Mines company, listed during the week on the Salt Lake Stock and Mining Exchange, an excellent statement of the condition of the company accompanying the listing. Mr. Jacobson is a director of the Merchant's Bank of Salt Lake, and is interested in various other enterprises in this city. He is a popular member of the Elks club and belongs to several other secret organizations.

Like many other western men who have won out through hard work, ability and stick-to-it-iveness, A. O. Jacobson has devoted almost his entire career to the mining industry and did not branch out into other fields until he had made good in his chosen line. He is still a comparatively young man and, considering the securities in which he has large interests, it is expected that he will be one of the richest men in the West, made so by the treasures from the mountains of his native state.

The period of depression which overwhelmed the American shoe manufacturing industry after the enactment of the Democratic tariff law, has passed. The annual report of the president of the United States Shoe Machinery Company shows that there has been a revival in the last twelve months, because "conditions abroad which have kept European shoe factories fully occupied with pressing military and civil orders have kept foreign manufacturers from taking advantage of the opportunities afforded by the removal of the tariff to invade the American market." And yet the Democrats are succeeding in their efforts to make credulous people believe that the war was not the cause of revival of American industry.