

C. C. GOODWIN, Editor

PUBLISHED EVERY SATURDAY.

SUBSCRIPTION PRICE OF GOODWIN'S WEEKLY. Including postage in the United States, Canada and Mexico, \$2.00 per year; \$1.00 for six months. Subscriptions to all foreign countries within the Postal Union, \$3.50 per year.

Single copies, 5 cents.
Payments 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.
Telephones: Bell, 301; Ind., 302.
321-232-233 Commercial Club Bldg., Salt Lake City

The present ruin there is terrible—enough to sadden and humble mankind, for it is a reminder that when nature calls up her slumbering forces and sets them at war, man is but as the insect that shows its gaudy wings for a day and then perishes.

The earth for countless ages was rocked by earthquakes and swept by inconceivable storms; for ages the glacier has been grinding its way; the currents and the tides of the deep sea follow their paths, and the notice served by them all is that man's tenure on this earth is but at the caprice of elements, upon the forces of which he can put no limitations and whose movements he can neither anticipate nor turn aside.

What Railroads Are

A WRITER in the World's Work says that a railroad through a country is simply a ribbon of civilization. We should say that depends altogether on the country. When the old Union and Central Pacific railroads were built through this country it was much more than a ribbon, it was the linking of the east and the west; it was the driving of the frontier back five hundred miles in both directions; it was what took the fight out of the savage and made possible the planting of homes in mid-desert because they then were only three days' travel to sea shore either way.

The building of railroads through the wilderness can hardly be described. It changes the face of nature; it takes away all feeling of isolation; it puts man in the desert in direct communication with all his fellow men everywhere. Our country for two hundred and fifty years did the best it could. The man in Massachusetts fought the savage; the swiftest communication he had was so slow that when his son in Massachusetts bade the family good-by to go to make his home in western New York, it was as though a funeral was in that home. The thought was that perhaps the boy might some time be seen again, but all the chances were against it. The same journey is now made in a night and nothing is thought of it.

As the men in Massachusetts fought back the Indians, so did the men of New York; so did the men of Ohio; so did the men of Illinois, and so the long fight went on clear across the continent until the railroad was opened. That stopped all the Indian wars within five hundred miles of the road. A man in California for twenty years, nearly, was a month away from his friends in the east. He became a different person; he was so far away that while his particular relatives were willing to admit that he was a civilized being, they were sure that he was surrounded by barbarians. That feeling has always attached to the east and the men there have not known how narrow and provincial and small they are, at that very moment when they think they are wise and are looking down with commiseration on the less fortunate men in the west.

There is more civilization in one line of railroad than there is in a thousand missionaries; there are more practical results to human kind in a line of railroad than in a century of plowing and small manufacturing and farming—it is the

evangel of modern times. Its invention was a notice to the world to right about face and forward march. A good many wrongs have been inflicted through it; no place has capital been more tyrannical than it has been in the management of railroads. At the same time, no such boon of mercy was ever given to man as the invention of railroads.

The flying machine will come after a while, but for all around good there is nothing to compare with a great railroad, and when the flying machine comes it will be, we presume, as it was with the Indiana farmer who fought the telegraph as simply a chimera of a crazy man's brain, until finally a dispatch was delivered fresh from a town a thousand miles way, and he was asked what he thought of that. Then his reply was that they might run small parcels on it, but he still stuck to it that it never would do for heavy freight.

By the way, some strenuous railway building is being done in Africa. We have a story before us of an engineer killed in his sleep by a prowling lion, an engineer who was laying out a road through that region. We presume the president will pass over the place in the next few months, but we do not expect that any lion will catch him asleep. And that reminds us that a Kansas man has petitioned to accompany the president on that journey. The president had better shake him, because if he takes one wild Kansas man with him, when the sentinel for the wild animals gets one glimpse of him he will give the alarm and there will be no wild animals on that side of Africa.

But seriously speaking of railroads, think what our country would have been had there been none. The Mississippi river would still have been away out west and the man in California would be looked upon by the man in the east as was in the old days the sailor on a whale ship who had gone off to the Bering Sea. The thought was he might be seen some time, but hardly.

More through railroads than any other agents the United States in seventy years has advanced faster in the material work of life and in the settlement of a country than did any empire of the old world in a thousand years. It is the blessing of the age and we wish our government, realizing its importance, would, through pure government aid, drive one railroad the whole length of South America from the river Atrato up through the stubborn Cordilleras to Bogota and thence on to Buenos Ayres, skirting the Andes, touching in eastern Bolivia, making a pathway perhaps 4,000 miles long and making it possible for the young men of the United States to go there and make a peaceable conquest of a continent.

Be Just as Well as Generous

CONGRESS on Monday voted a great sum for the afflicted beyond the sea. That was the proper thing to do. But there are more strong men in the United States who are out of work and cannot obtain employment than there are refugees in Italy and Sicily. Cannot Congress be as generous to our own country's poor as to the unfortunate of other lands?

Why not set the idle men of a dozen eastern states to making homes where now only malarious swamps exist? Why not order the work just so soon as engineers can set the stakes? Extend the reclamation act and begin. And to pay them issue \$500,000,000 in one per cent bonds, to be distributed and pass from hand to hand as money, and make them redeemable from the proceeds of the sale of the redeemed lands, so much per annum. In that way the Government would not ultimately be out a dollar; it would have some more millions of acres of land under culti-

vation, some thousands more homes as bulwarks of the Republic.

We hear much about conserving natural resources; why not utilize a resource which for all time has not only been profitless, but a blight, and convert it into something that will be an immense food producer?

In the beginning man was commanded to subdue and till the earth, and he was promised the spring time and harvest, that, surely is authority enough for undertaking the scheme.

There are people who say it is not the business of the Government to provide work for the people. But no one denies that it is the business of the Government to remove every possible obstruction from the path of the people and to command order and peace. Is there any other so sure a way to keep an earnest man peaceable when hungry as to supply him with work through which to earn his bread? It is more terrible for a man to starve to death in this free land than in Italy.

Bismarck Fooled Schurz

A BOOK has been put out in the east which is principally the reminiscences of Carl Schurz and his interviews with Bismarck. Of course, Schurz had a great personal and national pride in Bismarck. One part deals with Schurz meeting with Bismarck in 1868. Soon after Schurz reached Berlin he learned that Bismarck desired to participate in his welcome. It will be remembered that Schurz left Germany in '48 between two days and until he had an assurance from Mr. George Bancroft, the then American minister at Berlin, that he would not be molested by the police, he would not go to Germany.

He met Bismarck in the chancellor's palace on the Wilhelm Strausse. As Schurz put it, the chancellor opened a bottle of wine, lighted a huge pipe, then talked. Bismarck had been telling Schurz how he had averted intervention by France in Austria. Then he paused and added: "But we shall have that war with France anyhow. Do you believe that I love war? I have seen enough of war to abhor it profoundly. The terrible scenes I have witnessed will never cease to haunt my mind. I shall never consent to a war that is avoidable, much less seek it, but this war with France will surely come. It will be forced upon us by the French emperor. I see that clearly. I do not think he is personally eager for war, but rather would avoid it, but the precariousness of his situation will drive him to it. My calculation is that the crisis will come in about two years. We have to be ready and of course we are. We shall win and the result will be just the contrary of what Napoleon aims at, the total unification of Germany outside of Austria and probably Napoleon's downfall."

Schurz's comment on this was: "I could not help remembering that I was listening to the prime minister of the crown, to whom I was an entire stranger and who knew nothing of my discretion and sense of responsibility. As if we had been confidential chums all our lives, he gave me with apparently the greatest abandon and utmost veracity inside views of the famous conflict between the crown and the Prussian parliament when, seeing the war with Austria inevitably coming, he had without authorization, spent millions upon millions of the public funds upon the army in preparation for the great crisis."

That reads very strangely coming from Carl Schurz, his wonder that Bismarck should talk with him, a comparative stranger, without knowing anything of his discretion or his sense of responsibility. Now it seems to us that is about the highest exhibition of Bismarck's genius that we have ever seen. To understand it we must keep in mind that Bismarck did not make any bones