

bound up in the development of this country and the advancement of all its interests. Firstly, the aspect of affairs indicates the determination of the railroads to enter upon a line of policy that cannot but result disastrously to themselves. And secondly, the program plainly hinted at, and, as we learn, in some degree inaugurated, is nothing more nor less than a declaration of hostility to the public's best interests, a notice that in the accomplishment of certain defined ends the common weal is regarded with supreme indifference.

Of course a policy that will inevitably bring about these results will just as inevitably compass its own defeat. The difficulty lies in enduring till it works its own ruin. We may all be sure that the game of grab and extortion is brief and unsavory, and that shortsightedness in business always brings about a fatal stumble. But while the grinding game continues, experience proves that many an honest, worthy cause receives a squeezing from which it may never recover; and while the blundering, blinded course is reaching its end, many are kicked and maimed and crushed beyond possibility of restoration.

If all reports are true, the healthy competition that ought to exist where two railways do the business that could formerly have been monopolized by one, is likely to prove in our case a yawning sham. The glory that belongs to him who causes two blades of grass to grow where but one grew before, will hardly be snared by those who fasten two or more voracious leeches upon a spot which could have been successfully and abundantly sucked by one. Phlebotomy has not lately been as popular, even among medical men, as it was a few decades ago; and it was hoped the railway men had also been moved to adopt other measures. There is no evidence that the patients in the one case, or the public in the other, have developed any increased fondness for the practice. Once in a while, under great stress and provocation, it has been necessary to notify would-be blood-letters that the operation is so distasteful that it will not be tolerated. It may be necessary in our case to signify, as plainly as words and acts can express it, that this long-suffering but still resolute community has not even one more drop to spare—it will fight and die first.

But, dropping metaphor—what the NEWS wishes to say in all kindness to the railroad companies doing business with and drawing support from the people of Utah is this:

Do not attempt to ride a free horse to death.

Do not plan and scheme to add here a little and there a little to the gross burdens the business community are already called to bear.

Go slow in increasing the freight tariff, on which you were very glad to compromise a little while ago.

Do not introduce the hideous features of the cutthroat game of "freeze-out," either against competitors or the people.

Deal generously, not niggardly, with your patrons either in the passenger or the freight service.

Remember that the anomaly of the public condition with reference to coal

alone, is almost outrageous and that but one more straw is needed to smash your alleged combine into bits.

Begin the New Year right, not wrong;—and you will merit, not the manifestation of contempt, but the continuance of the friendship that the people have ever felt towards you for all you have done in the past—in broadening their foundations, multiplying their advantages, and adding to and beautifying the superstructure of grace and prosperity which is the delight of a continent.

If no move contrary to this advice has been made or even thought of, there is still no harm in giving it, and we crave the railroads' pardon for trespassing on their esteemed attention. If such moves have not only been thought of but actually begun—and rumors to this effect are plentiful as snowflakes—we trust our words will not come too late to cause a reconsideration and an orderly retreat.

#### AN ABLE CHAMPION.

The *Irrigation Age* begins its fourth volume and the year with many changes in make-up and style—all improvements. It has assumed in its general appearance some of the best features of the *Review of Reviews* and, being compact and classified in its literary arrangement, is now much more convenient for handling, either in the monthly part or the bound volume.

The opening pages are devoted, as they ought to be in a magazine of this character, to the progress of Western America, and our enterprising municipal neighbor, Ogden, receives a flattering notice on the very first one. Later on, the question of territorial admission to statehood is calmly and favorably discussed; there appears an excellent portrait of our fellow-townman W. H. Howe, as president of the Bear River system, with a personal sketch on a later page; a glowing paragraph follows regarding the orange industry in the Salt River valley, Arizona, a locality inhabited by many former Utah citizens, and then comes this bit of straight advice on the matter of the Salt Lake-Los Angeles railway, one of three lines practically determined upon that are bound to exert so marvelous an influence in the building up of Western America:

Of all the railroads that might be built to employ the idle labor of the country today the most beneficent would be the line suggested between Salt Lake City and Los Angeles. Better than almost any existing line this would illustrate the high function of the railroad as an avenue for the exchange of products between localities of radically different capabilities. This road would open to the citrus fruits of Southern California the splendid markets of Utah, Idaho and Montana. It would furnish an outlet for agricultural and horticultural products, which the high altitudes raise with more success and profit than the expensive lands of the South, and it would encourage the budding manufacturing industries of the inter-mountain states. Not only this, but it would open up to the miner the wonderful Deep Creek country of western Utah and eastern Nevada, and awaken the slumbering agricultural possibilities in the central and southern portions of the latter state. And if San Diego rather

than Los Angeles be made the western terminus, it would give the localities connected with it by this road the benefit of the grandest seaport on the Pacific coast. Further than this, the existence of such a direct line between the growing cities of the mountain regions and the growing cities of the far southwest would develop a surprising passenger traffic. Utah would then winter in California and California would summer in Utah—the fairest land beneath the western sky! It is exasperating to realize that this inevitable railroad of the future, with all its potentialities for good, must remain unbuilt for an indefinite period to the tremendous disadvantage of the men of today.

A thoughtful article on "Fruit Growing in Utah," from the pen of Joel S. Bloomer of Mantoloking, is given the place of honor in the department devoted to "Horticulture by Irrigation," and as showing that this Territory is alive to the use of water power and electricity, appropriate reference is made to the organization recently of the Pioneer Electric Power company, which, as has been set forth in these columns, proposes to harness and utilize the wasted force of the rushing and beautiful Ogden river.

It will thus be seen that in the January number of the *Age*, Utah has had her fair share of mention; and yet from a scanning of other pages this does not seem to have been given at the sacrifice of space of any other western commonwealth. On these lines the magazine ought to enjoy an extensive patronage, and be the means of accomplishing incalculable good.

#### "FIGURES WON'T LIE."

The fallacy of the above phrase, as the expression of a commonly-accepted truth, is beautifully shown in the following extract from the usually accurate *Springfield Republican*:

Wells, Fargo & Co. estimate the value of the silver mined in Utah in 1893 at \$5,233,965, and the total quantity at 7,107,503 ounces. The estimate of value is made on a basis of 30.64 cents per ounce, which is called the export value. This must mean value at the mines, and include all the cost of mining and smelting, and if so it shows that there is profit in silver mining in Utah at the lowest price yet reached for silver bullion, which was about 68 cents.

After the foregoing, we need not say that the *Republican* is what radical silverites would call a "gold-bug" paper; and yet we do feel to say that it is rarely drawn into an error in statistics to fortify its side in any controversy. Observe, however, the complete destruction of its own point in the quotation above, by a blunder in two figures, and draw from it the conclusion that whereas figures properly used do not lie, figures improperly used can be made to lie like fury.

If the total quantity of Utah's silver output for 1893 was 7,107,503 ounces, and the estimate of its value was made upon a basis of 30.64 cents per ounce, the total value would be about \$2,177,739 instead of \$5,233,935. The sale of silver bullion at 31.64 cents when "the lowest price yet reached for silver bullion was about 68 cents," would then indeed indicate, not only "that there is profit in silver mining in Utah," but also that there are a