

and also from extensive travel in this and other countries. In a general way this Endeavorer visit will give people elsewhere a much better idea of the dwellers in this State than they had formerly, for the reason that actual knowledge of conditions here will be conveyed by the visit in a much more effective way than by any means at the visitors' command before coming here. In this regard Utah will be benefited by being better known through actual, though necessarily very brief observation.

This may not be the last visit of a goodly number of Endeavorers to this State. Certainly many of them have had awakened an interest in Utah that will find a place in their thoughts in after years, in a kindly disposition thereto. May this be the case not only with Utah, but with all the West, and may this summer trip of so many thousand Christian workers prove of incalculable benefit to the whole nation in spreading light and truth and Christian fellowship!

OUR RAILROADS.

It is a pleasure to be able to find, once in a while, an occasion to say a good word for the railroads which even the most hostile critic is forced to endorse. Such an opportunity is given in a review of the business done by the local transportation companies during the last five or six days. It has long been known and recognized that in the men who have the management of the railroads in Utah we have the keenest and ablest in the country. The record of the last week furnishes notable proof of it. Probably no event in the West has ever been associated with the traveling of so many human beings in the same length of time as has this grand Christian Endeavor excursion to the Pacific coast; and surely none was ever more admirably handled by those to whom all these human lives and their comfort were temporarily entrusted.

While all the railroads are deserving of credit for the smooth and successful way in which they performed their allotted part—or even the little, short lines received a share of the business in special trains to the resorts, etc.—it is the Rio Grande Western that comes in for conspicuous and well-earned praise. When a thought is given to the fact that at the State line this one road received single-handed nearly every passenger that all the other roads combined delivered at Grand Junction, the magnitude of its contract will be measurably appreciated. When it is further remembered that in addition to hauling all these vast crowds with the multitude of their special trains, it has at the same time kept up its regular passenger and freight service, the test of the road's rolling stock and the tax upon the energy of its employees can be partially understood. And when, finally, it is recalled that in order to do all this the rails have been kept actually hot with the transportation of hundreds and hundreds of cars, the men have been both mentally and manually under

the heaviest kind of a strain, and yet not a wheel has left the track, not a coupling pin left its place or failed to its duty, not a cog slipped nor an accident occurred—when all this is recalled, we say, there will be none so mean as to deny that the record is a great one and that the Rio Grande Western has covered itself with glory. To Mr. A. E. Welby, whose master mind has superintended and managed the business during the great whirl, belongs naturally the first and highest credit for the tireless energy and the great executive ability shown; while on his part he has every reason to feel proud of the willing and splendid service rendered by his "hoys."

THIS SHOULD BE STOPPED.

The NEWS desires to protest, in the most emphatic manner, against a species of imposition upon strangers and visitors which during some days past has been practiced, to the disgrace of the town and to the mortification of all who have had a pride in its good name. The protest will be too late to be of avail in the case of the Christian Endeavorers who were humiliated, not to say victimized; but in view of the approaching Jubilee, it may be in time to prevent a recurrence of some of the same tactics if attempted upon the visitors who may be in attendance on that occasion.

We refer to the half-dozen or more tricks resorted to to extort quarters, dimes and nickels from unwary or inquisitive strangers. We hear of self-constituted "guides" who, forcing themselves upon a party of tourists, undertake to give information and point out places of interest—generally making their stories as sensational, and therefore usually as false, as their meager intellects are capable of—and not forgetting to collect for the service thus rendered. Other catch-penny devices have been employed of which we have heard, and there are no doubt many of which we have not heard, not including the wiles of the confidence man and the tricks of the bunco-steerer.

We shall be asked why it is not legitimate to derive profit from one's possessions or one's ability, so long as people are not forced into bestowing their patronage and think they are getting their money's worth. Such a question is but a paraphrase of the sharper's logic: "A sucker is born every minute, and while his experience with me costs him a little money, it is worth something to him to have his head well-bumped—it teaches him to beware of smarter folks than himself." Of course there is a difference between taking a tourist's money at the point of a gun, and inducing him to give it up willingly for what he expects to be value received; just as there are differences in the degrees of murder and in all other crimes. We shall not discuss these distinctions, however, for we presume that where the law can take cognizance of offenses it will do so for the protection of society. What we do protest against is the class of tricks which cannot be, or at least are not, repressed by ordinance or statute, but which are impositions neverthe-

less. We protest against them because they are a reflection upon the credit and reputation of the town. We protest against them because in some of the aspects assumed there is an element of desecration, and honored memories are bound to be associated, in the minds of some visitors at least, with the sordid vulgarity of the showman. We protest against them because in many instances those who are in no way responsible for them are blamed for the abuses practiced; and not only are reputable individuals but frequently is a reputable community made to bear the odium of offenses of which they are not guilty.

There are no doubt persons upon whom this appeal and protest will have no effect; if they can chase and overtake the nimble nickel by any scheme plausible with uninitiated and inquisitive sojourners, they will make hay while the Jubilee sun shines. It is to be hoped, however, that neither the favor nor the generosity of less selfish friends among the townspeople will add to their opportunities or widen their field of operations.

IN THE July number of the North American Review, Elizabeth Bisland discusses very seriously the peculiar question: "Are American Patents Selfish?" Miss Bisland expresses the opinion that throughout all Europe, including England, the responsibility of the patent is more broadly conceived than in this country.

BLACKGUM, I. T., April 18, 1897.

I thought I would write a few lines and bear my testimony to the Gospel. It was in the year 1895 that I first heard the Gospel. I did not believe at first, but never did mistreat one of the servants of God. In the spring of 1896 Elder Joseph J. Richardson first explained it to me and I received the light but did not obey the Gospel until January 3, 1897, when I was baptized by Elder Harper W. Noble. It makes me rejoice to know that the Lord so loved me that he sent his servants to my door preaching His everlasting Gospel and that I did receive and obey it, and I wanted to bear my testimony in this way. I do know that the Church of Jesus Christ of Latter-day Saints is the only true church on earth.

MARTHA PERDUE.

Robert Bult of this city is the pioneer locomotive engineer on the road now included in the Oregon Short Line system, and on the first railroad built within Utah. He was the engineer on the old locomotive No. 1, of the Utah Central, which reached Salt Lake City from Ogden in January, 1870. Wm. Jeffs was fireman. The old locomotive is at Pocatello, Idaho, at present, in a dismantled condition. If practicable, it would be a graceful act for the Oregon Short Line to have it brought to Salt Lake during the coming Jubilee, as the pioneer locomotive to enter this city. The Jubilee is a special commemoration of the Pioneers of 1847, but there are being introduced many incidental features, and among this it would be quite appropriate for the committee to include Messrs. Bult and Jeffs as the pioneer locomotive engineer and fireman.