

AN INDEPENDENT CANDIDATE.

RELIGIOUS bigotry allied with a goodly percentage of snobbery has been forced to a seat in the rear in the World's metropolis. The new Lord Mayor is a Catholic in religion, but before he was elected the question was asked of him if he would sacrifice his religious preferences for the sake of political success, and conform to the rules of the Church of England by attending the established services in the capacity of Lord Mayor. He did not even reflect upon the proposition, but without hesitation answered that he would not; he would, if chosen, appoint a *locum tenens* to discharge the official duty of attending church for him; at state banquets he was willing to forego his preferences by permitting grace to be said by a member of the Established church, but in his own household he would continue to conform to the customs and rites of his religion. It is to be inferred that this kind of talk and this independence of dictation did not sit very well with those who endeavored to influence the candidate; but he received the necessary number of suffrages just the same.

THE POINT OF VIEW.

It will be remembered that at Minneapolis last June Senator Platt declared President Harrison's renomination to mean the Republican loss of New York, and Senator Teller of Colorado and certain emphatic Californians insisted that "Harrison can't carry one side of the silver west;" also that at Chicago a few weeks later Governor Roswell P. Flower stated the nomination of ex-President Cleveland would imperil Democratic success in New York, and Governor Isaac P. Gray declared that Cleveland would be "beaten by 10,000 in Indiana." All these gentlemen are singing a different tune now. Senators Platt and Teller are working with might and main for President Harrison and say they haven't a doubt that New York, Colorado and the West will do their part toward his triumphant re-election; while Governors Flower and Gray are equally positive that the only element of doubt as to New York and Indiana is as to the size of the majority they will give to the Democratic candidate in November. This is perhaps natural enough; at any rate it is so common a proceeding that it excites no particular comment. Still, it would be a source of satisfaction to the rest of the nation to know just once for sure whether it was the portent of June or the confidence of October that was born of the spirit of accurate divination in these eminent political beacon lights.

GLADSTONE shares with Lord Palmerston the distinction of being prime minister of England when past 80 years of age. These two aged statesmen are the only premiers, at least during the last two hundred years, who were octogenarians in office, though England's list of prime ministers contains many who lived to reach that age.

FREIGHT DISCRIMINATIONS.

FOR twenty years there have been complaints about transportation rates into and out of this Territory. The railroads have been pitched into right merrily by shippers, and many are the murmurs which have been heard at different times, some of them with good reason, and some of them no doubt without any just basis at all. There being invariably two sides to every controversy—otherwise it would not be a controversy—no doubt the railroads have been accused of doing many things of which they were not guilty. When men invest their money in any enterprise it is only just and right that they should reap a fair reward for the investment; and where the enterprise is one of magnitude, no right-feeling person will object if the reward be handsome.

On the other hand there should be some means by which the public interests can be protected. Otherwise there is danger that extortion may be practiced and there be no redress.

Now there can be no doubt that this community is under the impression, the idea is firmly and honestly rooted in their minds, that the transportation companies have been for many years and still are discriminating against them. They believe that the progress of the country is very much retarded by this discrimination. They know that goods are taken from the Missouri river through this city and Territory to Pacific coast points for much less than is charged upon similar goods from the Missouri river to common points in this Territory; and on the other hand that goods are taken from San Francisco to eastern points, in some cases three times the distance, for a less sum than the shippers here are compelled to pay.

This statement of facts is not disputed by the transportation companies themselves. But they undertake to justify their line of action; and they do it upon the ground that water competition compels them to accept lower rates upon business where water routes are of controlling force; this class of business being done at a very small profit. This means, then, that they can make on competitive business any rates to get the traffic, while inland cities like ours must contribute heavily to make up for the business done at the low rates.

Owing to the boldness of the railroads a few years ago in carrying out this doctrine, Congress was compelled to take a hand in the matter, and the result was the Inter-State Commerce law. By the aid of this law some relief has been obtained for some sections of the country where the cases have been intelligently handled and pushed to a final issue. But the complainants are usually handicapped in their efforts by the fact that the railroads are thoroughly organized, their managers are men of more than ordinary shrewdness, paid large salaries for mastering the whole situation, with the one object of maintaining or increasing the revenues of their respective companies; they are united, too; for while the representatives of the different roads may have a war of words in their association meetings and engage in occasional newspaper fights, they stand firmly together

when it comes to deciding upon a tariff and are invariably in for "all the traffic will bear." On the other hand the shippers are not as a general thing organized. Each tries to fight his own battle and secure what personal advantages he can, which generally amounts to very little, and certainly does not exceed what the railroads feel disposed to yield either as a matter of policy or self-interest. In some aggressive and progressive communities it has been concluded that combination must be met by combination, and the result has been the forming of "traffic associations," "merchants' protective associations," "transportation bureaus," etc., whose object has been to secure the services of men competent to deal with freight matters, and to bring all needful study and skill and concentration upon the subject to insure relief. The effect has been good and the beneficial results will be likely to increase as the different organizations gain experience and confidence.

About a year ago Salt Lake City moved out in this direction by organizing a transportation bureau in connection with, and as a branch of, the Chamber of Commerce. At the outset it was no doubt partly experimental; but the results so far are certainly such as to fulfill the highest expectations of those who were the movers in the work. The Inter-State Commerce Commission has been officially advised of our grievances, has consented to hear the same, and at one time even bid our city the honor to appoint the hearing here. That the matter is at present in abeyance may be held between the railroad officials and the committee appointed by the president of the Chamber of Commerce. The public interest which a short time ago centered in the transportation bureau is accordingly directed for the present to this committee, and to the gentlemen composing it the community now looks for the performance of their full duty. The large and important interests committed temporarily to their charge may not be lightly valued. They are asked to see if unjust discriminations against this city and in favor of the Pacific coast exist as charged, and if so to demand that they be removed; that rates on incoming merchandise be made reasonable; that the products of our mines be carried at fair and just rates; that the dealers of Salt Lake City and of Utah Territory be secured in such distributive rates that they can ship goods, especially our home manufactures, to distant points north and south. Personal animosities should not enter into this controversy, nor should personal favor, present or prospective, be permitted to weaken the general cause. We believe a good work has been inaugurated—one that is in the interest of the whole community. For this reason the committee may depend upon all the encouragement and support it is in the power of this paper to afford.

WHAT a splendid thing it would be for the post-election consciences of some of the political prophets if all the doubtful states could manage on November 8th to give a majority for both parties!