

pealed or otherwise rendered nugatory by law.

INDICTMENT OF THE C. P.

The importance to the Utah people of the Reilly funding bill now before Congress, which proposes to extend for fifty years the gigantic debts to the government of the Central and Union Pacific railroads, has already been commented upon in the DESERET NEWS several times and figures published to demonstrate the necessity for Utah people watching and doing their share of resistance unless they wish to be struck with the present exorbitant rates for another fifty years.

The anti-funding bureau in San Francisco has already received the enormous number of 167,000 signatures to a petition to Congress protesting against the passage of the Reilly funding bill. Of these signatures 138,000 are from California and the balance from Oregon, Washington, Nevada, Arizona, Idaho, Utah and other states. The probable effect of this great petition upon Congress is beginning to seriously alarm these roads, and the Southern Pacific has been writing to one of the Salt Lake papers.

A letter was recently published by "a friend of the Central Pacific" protesting against certain statements put out here on behalf of the anti-funding movement that the freight charges on the Central Pacific were excessive and burdensome to Utah people. The "friend of the Central Pacific" gave as his reason for writing that he had the interest of Utah in view, as the publication of a statement that Utah was burdened by heavy freight charges would deter people from settling here.

This anxiety on the part of the Central Pacific that Utah people should not hurt themselves, in view of the past history of that road hereabouts, is refreshing. Some of that history might profitably be recalled; say, for instance, the history of how the Central Pacific's agent got around the Deep Creek railroad project a few years ago and laid it away on ice, where it has since remained.

Mr. W. H. Mills, land agent of the Central Pacific, at the big irrigation congress in Salt Lake two or three years ago, told the congress what he thought of Utah. This is what he said: "Three hundred and twenty acres of land in California are worth more than the entire 900,000 acres of land that I have myself sold in the Territory of Utah." (Vide report.)

How does that strike the people of Weber and Box Elder counties, where Mills sold his 900,000 acres? Mr. Mills wanted at that time to give taffy to the large California delegation present, and gratuitously insulted the Utah people. In these latter days the Californians have gone back on Mills's railroad, and the railroad is coming here to tell Utah how much it thinks of us.

The "Friend of the Central Pacific" says his road does not make high freight charges on wheat and lead, and to prove that the rate is not high, he says the rate has been for years just 85 per cent of the rate eastward to Omaha. Well, suppose 85 per cent to be true, what does it prove? Merely that the Central Pacific is not more extortionate than other roads. If the Central Pacific has wished to do this

Territory any good, it could have long ago quoted such a rate as would have compelled the eastward roads to lower theirs. Are the Central Pacific rates reasonable per se? That is the question. The charge on wheat per cwt. from Ogden to San Francisco is thirty-eight cents. Compare this with the rate from Central Kansas to Chicago, an equal distance, and it is found that the Central Pacific rate is double the other.

About lead. The rate on lead from Denver to Chicago, over 1,000 miles, is \$4.50 per ton. The rate from Ogden to San Francisco, a less distance, is nearly three times as much.

As to coal, the "Friend of the Central Pacific" says the rate from Ogden to San Francisco is \$4 per ton only. In view of this, the strange thing is that so little Utah coal can get to the Coast, and that San Francisco is importing 800,000 tons annually which ought to be mined in Utah and could be sold on the Pacific coast at retail cheaper than inferior imported coal now sells there. Freight rates on coal are very susceptible to jugglery and the fact that the Utah coal hardly gets into the coast market is better evidence of freight rates than a published tariff.

It was recently pointed out to the present writer that part of the difficulty in getting coal to the coast was the existence of a rate to Ogden and another one beyond, so that two lines have to be dealt with—a condition which caused a higher total rate. It may be pointed out in answer that as far as the subsidized roads are concerned, such rate making is contrary to their charter. Page 137 of the Pacific R. R. Commission report, 1887, reads: "To guard against possible abuses of these great powers, Congress enacted that * * *

* they (the subsidized roads) should bind themselves to operate all the lines in the Pacific system as one connected continuous line." Then follows a recital of how this has been evaded. In the face of this charter it does not appear that these roads have any right to make one rate to Ogden and another beyond that point, but it is just by jugglery in that way the rate is made against coal exports from Utah.

The "friend of the Central Pacific" says that the road is not interested in the coal business on the coast and is not interested in keeping Utah coal out of that market. If this be true, the remarkable thing is that the Central Pacific should never have moved a finger to develop a coal export business from this Territory to the coast; and that the road has never done so is the best proof of that it is no friend of this Territory.

Look at the facts: San Francisco is yearly importing 800,000 tons of foreign coal, which is being retailed in San Francisco at prices away above what better coal from Utah and Wyoming could be mined, hauled and retailed at in the same market. The coal is in these mountains. The road needed the freight. The Utah people needed the work, and the merchants the business arising from this 800,000 tons of coal which might have been exported yearly. Yet the Central Pacific has never moved a finger in the matter. Truly a valuable friend for Utah to encourage!

The "friend of the Central Pacific" claims that the extra cost of operating western roads means higher charges. This might be true to justify a fractional increase, but not to justify exorbitant rates. And the producers of this region, who need to get their stuff over the railroads to market are fast coming to believe that these subsidized roads which owe the government a gigantic debt they can never liquidate could be operated by the government so as to give a trunk line of transportation with freight charges away below what the scale is today. T.

MILLARD STAKE SUNDAY SCHOOL CONFERENCE.

The first annual Sunday school conference of Millard Stake was held at Deseret on Saturday and Sunday, August 25th and 26th, two sessions being held each day, and a Sunday school entertainment presented on Saturday evening. All of these gatherings were held in the new and commodious meeting house at Deseret, a building which does credit to the liberality and enterprise of the citizens of that place and others who may have assisted in its erection. The conference was attended by the leading officers of the Stake, both general and local, and by Elder T. C. Griggs, of the Deseret Sunday School Union board.

The various schools were well represented by both officers and members and the public generally. The banners of the various schools were displayed and the Hinckley brass band, at fitting intervals, rendered suitable selections performed with taste and melodiousness, while its leader, Brother Whitehead, also conducted the vocal exercises of the enlarged choir.

Stake Supt. J. Greenwood had caused to be prepared a lengthy program of exercises by the several schools which in consequence of their hearty, talented and ample response regrettably had to be curtailed to admit of the presentation of the necessary business of the conference.

The reports by the superintendents of schools, a proof of a most active interest in the Sunday school cause, fostered as it is by the paternal solicitude of President Ira N. Hinckley, his counselors and the Bishops of the various wards. An exceptional high average of attendance, completeness of grading and active interest of teachers and pupils were marked features of the reports. The suggestions of betterment in other directions were kindly received, and much interest manifested by the officers at a special meeting held by them and S. S. U. board's representative. President I. N. Hinckley, Counselor D. R. Stevens, and Stake Superintendent J. Greenwood and the Union board visitors, addressed the conference in terms of commendation, encouragement and exhortation, calculated to advance the Sunday school and kindred interests of the Stake. Whole-souled hospitality was shown by the Deseretans to their numerous visitors. Elder H. W. Hales' unstinted hospitality to man and beast was partaken of by Elder Griggs and many others from various settlements, and their teams.