

Brother Nathan Miller, a former resident of Helper, Emery county. He has sixty-four scholars enrolled and if they fail to show a marked improvement this year, it will not be the fault of the pedagogue.

Sheep and cattle are doing well this winter, and with but little loss, there being an abundance of feed on the side hills, while on the mountains the snow is deep this ensuring to the cultivators of the soil, plenty of what they need for the coming summer water. Yours, etc. B.

FREMONT, Plute county, Utah,
January 8, 1892.

INTERESTING LETTERS.

The subjoined communication asking that the sheep bill be vetoed has been received by Governor Thomas:

Provo, Utah, Feb. 16, 1892.

To the Hon. Arthur L. Thomas, Governor Territory of Utah, Salt Lake, Utah:

My Dear Sir—Permit me to ask you to closely inspect H. F. 65, for as a practical sheep breeder and one thoroughly familiar with the geography of the ranges, I can positively say that should such bill become a law it would surely be the death of all sheep and wool raising in Utah, for to say that sheep cannot be herded within one mile of any stream of water where it runs to any city, town or settlement, would simply be to say that all sheep must be kept one mile from any running water in Utah.

The word "herd" is placed in the bill before the words "cattle, horses and sheep;" but it is to no effect as to cattle and horses, because cattle and horses are not herded; and is intended as a blow at sheep, for sheep must be herded and cannot be cared for in any other way.

The same bill provides that it shall be a misdemeanor to build or maintain a corral for the purpose of dipping or shearing within one mile of any stream of water, where the same is used for domestic purposes. It is true some men do maintain shearing and dipping corrals where the droppings will wash into the mountain streams; such persons should be compelled to remove their corrals to places so as to prevent any befouling of our mountain streams, but to say one mile would be unjust.

Therefore I humbly ask that should such a bill be presented to you for your signature, you will unhesitatingly place your official veto to the same, on the grounds that it simply means, should it become a law, that it would result in forcing from our Territory an industry that brings to our Territory over \$5,000,000 annually for wool and mutton, besides utilizing our vast deserts for winter ranges, which are of no particular benefit except sheep grazing.

I remain, very respectfully yours,
D. T. CLARK.

ON WORLD'S FAIR FORESTRY.

The following is from the forestry department of the World's Fair:

Governor A. L. Thomas, Salt Lake City, Utah:

Governor—I have the honor to request that this department be furnished with such information as can be obtained touching the purpose of your State being represented in the forestry building of the Exposition with a just exhibit of your forest resources and development.

In this building will be shown illustrations of timber, lumber, the extent of forests, their condition, development, and in as general a way as possible, the presentation of such an exhibit as will call attention to the timber resources, devel-

opment and wealth of the United States. This building will also include exhibits of the same character from a number of the South American Republics and from the Dominion of Canada, as well as from several foreign countries. Will you do me the honor to give this your earliest attention and advise me as requested above? Very respectfully yours,

W. I. BUCHANAN,

Chief Department of Agriculture. (In charge Department of Forestry.)

AS TO STATE LAWS.

The American Bar Association has addressed the following appeal for the enactment of uniform laws, to the Governor:

February 12th, 1892.

To the Governor of Utah, Salt Lake City, Utah:

Sir.—At the last meeting of the American Bar Association, held at Boston, August 28th, 1891, the report of the committee on uniform State laws was adopted, recommending the appointment of commissioners on uniform State laws by each State in the United States, as has been already done by New York, Pennsylvania, Massachusetts, Michigan, New Jersey and Delaware, and the following resolutions were then adopted:

Resolved, That this association recommends the passage by each State and by Congress for the Territories and the District of Columbia of an act similar to the acts passed by the States of New York, Pennsylvania, Massachusetts, Michigan, New Jersey and Delaware for the promotion of uniform State laws, and pledges its officers and members to a hearty co-operation, both in the creation and work of the commissions appointed.

Resolved, That the secretary of this association be, and hereby is, directed to transmit a copy of the foregoing report and resolution to the Governor of each State and Territory, to the members of the general council from each State and Territory and the District of Columbia, and to the commissioners appointed by each State on uniformity of legislation, with a formal request to each of the members of the general council of this association to make personal efforts to induce the legislature of his respective State to provide for the appointment of commissioners on uniform State legislation to co-operate with those already appointed.

In compliance therewith, I now send you a copy of that report with the request that you will endeavor to secure the passage of such legislation.

Very truly yours,
EDWARD OTIS HINCKLEY,
Secretary.

FREIGHT TARIFFS.

Commissioner Sears, of the transportation bureau of the Chamber of Commerce, has issued the subjoined circular to the merchants of this city, concerning tariff rates:

Dear Sir—The transportation bureau solicits your co-operation in a matter which will enable it to become a source of revenue to you, and at the same time further emphasizes its own usefulness to the shippers of Salt Lake City. In a letter of this kind its purposes can be but vaguely touched upon, and but a faint idea obtained of its objects, but briefly as we can outline our plan here, we feel certain the same will commend itself to our merchants and shippers generally.

The differences of classification of merchandise over the various roads which the same passes between points of shipment and this city render it almost impossible for a shipper, not familiar with freight tariffs, to check up, even approximately, his freight bills. Expense bills are furnished at points of destination

showing the charge made by the road over which the goods last have been transported. The accumulated charges of the roads, however, over which the shipment has passed before coming into the possession of the road making out the expense bills, are all included in a lump sum as 'advance charges.' If the shipment originates east of Chicago or St. Louis, it will have to pass over two or more roads before reaching the Missouri river; the classification in all probability is different over each road the shipment is carried. Then again to further mystify matters these classifications are constantly changing. Today an article is in the 'class rate,' tomorrow it may be taken out of the class rate and put under the head of a 'commodity rate,' at a rate varying widely from the one under which it was previously carried. Even where the classification remains stationary the rates change frequently.

The cost of obtaining the information, such as eastern certified tariffs, and the sheets promptly, from reliable sources, necessary for a thorough checking system are such as to preclude the possibility of moderate sized shippers securing the same, to say nothing of the expense of keeping an expert accountants familiar with railroad tariffs and tactics to do the checking. This can all be done however, for any number of shippers through this bureau, and the cost of the same reduced to the minimum.

The railroads are not the only ones making mistakes. Oftentimes errors are made by Eastern houses which cost shippers in the West considerable money, in some places more than the profit upon their goods, and these errors occur in a manner not easy to detect. For instance, certain lines of goods which are carried at a comparatively low rate when the contents are marked on the outside of the packages take double the rate through this omission in packing. To avoid such expensive errors this bureau proposes to furnish its clients with printed specific instructions to accompany each order sent East for goods, and should consignors then fail to do as instructed, make a claim upon them for the loss occurring through their disregard of such instructions.

In brief, this bureau proposes to throw every safeguard around the shippers, giving to all the benefits of a thorough checking system. If our plan is properly looked up by our business men we fully believe the results will soon show the advantages of the proposed work, and when its methods are fully understood they will be appreciated by all shippers.

If you will take the trouble to call at this office we will give you more details and answer any questions upon which you desire further information. All we ask is a full investigation of our plans, and we feel sure of your hearty co-operation. Yours truly,

JOHN W. DONNELLAN,
President Chamber of Commerce.

S. W. SEARS,
Commissioner Transportation Bureau.

A THIRD PARTY MOVEMENT.

THE Industrial Conference now in session at St. Louis, Mo., is discussing the propriety of establishing a third party to enter the lists with Republicans and Democrats in the pending presidential campaign. There are about a dozen industrial organizations represented at St. Louis. General Weaver, of greenback fame, is there, and so are Ignatius Donnelly, T. V. Powderly, and L. L. Polk, president of the Farmers' Union. There are also present a number of well known labor agitators, reformers, prohibition-