

Mormon Church and baptized many converts since I began my mission in Texas. No, I am not a married man. Singular, you say? Yes, after all that has been said of the Mormon and his numerous wives, I suppose it is surprising to find a Mormon who is unmarried, and a Mormon Elder at that. I have served my time in this state without purse or scrip have never received a dollar in the shape of salary from the Mormon Church and never expect to receive a cent in the shape of salary for preaching the word of God. I have preached hundreds of sermons in Texas and have my first time to ask that a collection be taken up. I love God and I don't want and don't expect to receive pay for preaching His word. My missionary labors in Texas have been crowned with success and I shall take my departure with feelings of regret. We have been doing mission work in Texas for five years and I am the only Elder of the Mormon Church who has spent three summers in succession in this hot climate.

"The next president of the North Texas conference is 38 years old and has been in Texas twenty-two months. He saw active service in the Indian Territory and Oklahoma before coming to Texas. He is a good man, a faithful Christian and will look after the interests of his Church in Texas with great zeal and determination."

THE WHEAT PROBLEM.

Rexburg, Idaho, Sept. 7, 1898.

Some three or four years ago, the "Deseret News" invited correspondence on the subject of The Wheat Question, its possibilities and probabilities. Prominent Utah people and others contributed valuable articles on the question, some suggesting that the West would shortly consume its own products; but events up to this date do not promise this condition.

The writer called attention at that date to the value of the Nicaragua canal, and again wishes to offer a few reasons why greater interest should be taken in this underbaking by Western people.

The farmers of the West are now at work with their wheat harvest, and the one absorbing question is, where shall our market be and at what price?

Every grain dealer knows that the Pacific coast is the only possible outlet for both grain and flour raised here in the West. To ship to Chicago, or as it is termed Missouri common points, is an impossibility, so much so that with the high prices in Chicago last year did not induce any shipping to that market, 50 cents per hundred being what is called special, to these points.

Our present routes to European markets for wheat is to ship to points on the west coast, principally Port Costa, Cal.; then load on sailing vessels or steamers, which sail down the South American coast, round Cape Horn, and up into the Atlantic ocean, making a voyage of 19,000 miles before arriving at a port of the United Kingdom. This voyage takes steamers from 52 to 80 days, to make port, and sailing vessels 150 to 180 days, which makes insurance on coast grain very high, owing to the long time it is in transit.

For the year ending June, 1898, 30,000,000 cents of wheat and flour left the Pacific coast, principally for the United Kingdom. The average cost of freight per long ton of 2,224 lbs, was 32 shillings and 11 pence, or about 35 cents per cental; this aggregating at \$10,500,000, paid in freight. This money paid for freight is a clear loss to the American people, as the ships engaged in the carrying trade from the west coast are invariably British, so that any policy that reduces this freight rate brings about that condition we have heard preached so much, "leaving the money at home."

The Nicaragua canal was projected to connect the Atlantic and Pacific oceans, using the waters of Lake Nicaragua.

The distance from ocean to ocean is 164 miles; depth of canal, 30 feet; width, 100 feet; time in transit from ocean to ocean, 28 hours. From New York to San Francisco by water around Cape Horn is at present 15,660 miles. By the Nicaragua canal route the distance between the same points will be 4,907, saving 10,753 miles, or more than half the distance to European ports, which is about 19,000, that instead of costing 35 cents per cental, it would be but 15 cents, leaving a clear gain of 20 cents per cental to the Western farmer. It also would bring still greater benefits. The wheat being carried in English vessels are subject to English navigation laws, which say that vessels crossing the equator loaded with wheat, must carry the same in sacks, owing to the danger of swelling and flaking bulk, in sailing through the canal no sacking would be necessary, as wheat would then be shipped in bulk, as is done on the Atlantic coast.

This item of dispensing with the sacking would give another 5 cents in value to the farmer. There is no doubt that from 25 to 30 cents would be gained per hundred to the farmer by the saving of mileage, sacks, and extra insurance. The Argentine Republic would be placed at a disadvantage, as we would be nearer the market than they, and hence would have the first call for orders. Hitherto, the Argentine has been our greatest competitor when she had an exportable surplus.

The saving on mileage and sacks last year would aggregate about \$7,200,000 on the coast shipments.

The Chicago prices which are per bushel give us at Market Lake, Idaho, nearly that amount per hundred, the prices in the West would be nearly equivalent to Chicago. Let us ask, Mr. Editor, with Chicago prices, what would our emigration be, the empire would indeed come West.

The canal would result in the West coast being our importing and exporting points. Steamers from the marts of the world would make their regular points, New York would ship to Australia and all possible points through our canal and are saying now, that they must sell to the Philippines this way.

The writer called in at a prominent store in his own town the other day and remarked, Mr. S., what dry goods have you that come from the West coast? The answer was, none. The question of where did you sell your wheat? brought the answer, in the West. No doubt this is a universal condition in the West.

The western states raise 7,570 of the American wool. A great portion of this would go by this water way, and induce shipment from the East of manufactured goods, which would cheapen the cost to all concerned. We also produce the largest percentage of copper, a great deal of this would go to the coast for shipment.

Gold and silver comes from the West that goes to the mints of our nation, and what other possibilities might present themselves cannot be estimated.

The "Deseret News" of Sept. 2nd says, "The capital stock of the California Cotton Mills has been increased to \$800,000, in order that the capacity of the manufacturing may be enlarged. The fact has been demonstrated that cotton can be profitable manufactured in California, cotton will be brought from the South to fill the wants of the West instead of going to the East and back again.

As to what may be done in the iron and steel trade a sufficient answer to

this is that the Union Iron Works of San Francisco built the United States battleship Oregon. We are told the canal will be built, but let the western people in no unmistakable terms tell its senators and representatives that now, today, this question must be given all attention, that a plank of four lines, we favor the building of the Nicaragua canal, does not express the value of this understanding to the West. It is stated by some that it will take seven years to build the canal, this no doubt depends how contracts are let, and as in all government work, peculiar conditions are observed, our representatives should take care as far as possible that all contracts are bona fide, not a Panama affair.

The writer was informed by a prominent Idaho senator, in answer to a question in relation to the canal, that the commissioners had not as yet reported on the question.

It is to be hoped that the government in referring the question to a commission is not as in England, when the deceased wife sister bill was such that it was in danger of becoming law, it would invariably be referred to a royal commission; this meant that it must not die and could not be allowed to appear dangerously alive.

Mr. Editor, this is by no means a question of party politics, it is simply a statement of plain financial facts, and in line with some ideas put forth in one of your issues some time ago, that if some of our political leaders would put forth ideas that are good for public policy, and less of those that are party policy, the world would be better for their labors. Trusting that more influential people will make this a public question, THOS. ELLIOTT.

IDAHO WEATHER REPORT.

The month of August, 1898, was very dry and warm, with an abundance of sunshine and high wind. The rainfall until the last few days was very deficient, consisting mainly of light and widely scattered showers. The drought was relieved on the 29th and 30th by good showers in all sections.

Under the influence of warm weather grain ripened very fast; at the opening of the month harvest was already on in many places, and by the close was nearing completion in all parts, with a large portion of the crop threshed. Potatoes and garden stuff did well where properly irrigated. A good second crop of lucern was saved with only slight interruptions, caused principally by high winds. The range deteriorated rapidly during the period, but stock did not suffer materially, being in good condition at the close.

The mean temperature for the state was 60.1 degrees, just 0.1 degree warmer than August of last year. The highest monthly mean temperature was 77.9 degrees, at Payette, and the lowest, 58.4, at Lake. The highest temperature reached during the month was 110, at Payette, on the 11th, and the lowest, 31 at Swan valley on the 23rd, making an absolute range of 79 degrees for the month. The greatest local monthly range of temperature was at Payette, 70 degrees, and the least at Lakeview, 48 degrees.

The average precipitation was 0.31 inches, 19 inches more than August, 1897. The greatest amount was at Burnside, 1.44 inches, and the least, at Downey and Idaho City, a trace. The greatest amount in any 34 hour period was 1.03 inches, at Moscow, on the 31st. Average number of days with .01 inch or more of precipitation, 3; clear days, 33; partly cloudy, 8; and cloudy, 3.

Prevailing wind direction, southwest; average hourly velocity (from record at Idaho Falls), 8.3 miles; maximum hourly velocity (at Idaho Falls), 42 miles, from the north, on the 5th.

D. P. McCALLUM,