

But even without that disastrous collapse, it is shown that the grand total would have been greatly in excess of the exhibit for several years past, as the record abundantly discloses, and it all goes to show that it is a genuine wonder that with so much responsibility and so many obstacles to surmount so many roads keep on working as though nothing had happened. The sales under foreclosure of mortgage for the seventeen years last past were:

Year	No. Roads	Mileage	Capital.
1876	30	3,840	\$ 217,848,000
1877	54	3,875	198,984,000
1878	49	3,906	311,681,000
1879	65	4,909	243,288,000
1880	31	3,775	263,882,000
1881	29	2,617	127,923,000
1882	18	967	63,426,000
1883	18	1,354	37,100,000
1884	15	710	23,504,000
1885	22	3,154	278,494,000
1886	45	7,887	374,109,000
1887	31	5,478	328,181,000
1888	19	1,596	64,556,000
1889	25	2,930	137,815,000
1890	29	3,825	182,495,000
1891	21	3,224	186,069,000
1892	28	1,923	95,898,000
Total	526	55,670	\$1,122,202,000

The sum total, it will be seen, nearly equals the national debt when at its greatest. The receivership during the nine years were:

Year	No. Roads	Mileage	Capital
1884	37	11,039	\$ 814,378,000
1885	44	8,286	375,460,000
1886	13	1,799	70,341,000
1887	9	1,048	99,518,000
1888	22	3,270	186,814,000
1889	22	3,886	99,664,000
1890	24	3,953	105,007,000
1891	26	2,189	81,479,000
1892	36	10,608	807,692,000

After such an array it is easy to understand what it takes and what it involves to construct and operate lines of railway. Of course all the losses set out are not in the ordinary course of business, a great percentage being through mismanagement, dishonesty, etc., but the larger share is the result of the traffic not equaling the outlay. However, the public should not and will not be held responsible for such misfortunes by either being taxed to make up deficiencies or charged exorbitant tolls. They are willing for the railways to have their dues and nothing more, while being determined to secure their own rights and nothing less. A fair arrangement ought to be good enough for any man or any corporation.

DECIDEDLY SIMILAR.

The mismanagement and extravagance of the municipal government of Chicago are the subject of daily assault and comment from some of the press of that city, one of which—the *News-Record*—is particularly blistering and continuous in its expositions. In a recent number it notes the fact that there was an item in the last appropriation bill for municipal purposes of \$50,000 for sidewalk intersections, it being presumably to pay for building and repairing sidewalk crossings. The principal part of this work when it is done, says our cotemporary, consists of making and sloping ascent from the gutter to the level of the walk, and this is accomplished at small expense for lumber and labor. "For a test it may be assumed that there are 100 streets run-

ning each way in Chicago. That would mean 10,000 street intersections. The appropriation would therefore be \$5 for the sidewalks at each intersection. Assuming that it costs \$10 to put a street intersection in proper condition, then there is enough money appropriated for this purpose to build anew the work at each crossing in the entire city every other year. Or, if it cost \$50 a crossing to build them, there is enough money appropriated for the purpose to build 1,000 new crossings each year." It then goes on to show that there are so many inspectors put on that very often there is no money to pay for anything else and thereby nothing to inspect, and thus is the money squandered on favorites, men who must have jobs, and so on, while the needed work is slighted or not done at all. But that Chicago's councilmen have not gone on a pleasure trip at the expense of the city, its current history, as told by its press, and our own would read like "A Tale of Two Cities."

BISHOP BROOKS.

Of Bishop Phillip Brooks, who died in Boston on Monday of last week, Chauncey M. Depew says among other things—"The mediæval scholastics opposed his elevation, doubted his usefulness, and may see something providential in his removal." This prompts the *Traveller* of that city to observe that the implication involved in the latter half of the remark is cruel, although, doubtless, unintentionally so. Some of those whom Mr. Depew would have designated "mediæval scholastics" worked to secure the confirmation of Bishop Brook's election in the body of which he was to become a member, and it is not believed that there is a single man among his Episcopal brethren who voted against his confirmation that does not deeply regret his sudden demise. One of those thus alluded to is Bishop Paret of Maryland, who, in the course of an elegant tribute to the great preacher, said: "Few men have wielded so powerful a personal influence upon the men of their own time. His death is a great blow to Massachusetts and especially to Boston. It is a loss to humanity. It is a loss to the church. It is a large life and a large soul that God has taken away."

CONSUMPTION OF HOME GOODS.

The Chamber of Commerce made a good move last evening, and one that, if carried forward to success, will be of permanent benefit to Utah. This was in adopting the idea for a home consumption club. For the purpose of bringing into existence this much needed organization, a meeting of representative business men is to be convened at an early date. We have had persistent, well-directed, and expensive attempts to establish and maintain institutions engaged in the home production of various articles for the use and convenience of the people. But in too many instances these have not prospered because of insufficient patronage. This has not been owing to the inferior article pro-

duced, for it is generally conceded that home-made goods of every class in Utah are fully equal and even superior to imported articles in the same line. But on the appearance of the former in the market the price of the latter is usually dropped to a low figure, and the idea conveyed that the home production is high-priced. Thus the new industry is crowded out, and the imported goods generally rebound to above their former rate.

The responsibility for the failure to purchase articles of home manufacture is probably about equally divided between dealer and consumer, partly for the reason stated. It is therefore appropriate that business men take the initiative in the organization of a home consumption club. By its extension among consumers generally, a union of effort will be productive of most satisfactory results.

It needs no argument to convince people, in theory, of the necessity of supporting home enterprises. What is wanted is a more practical application of the theory. Then we would be spared such announcements as one made at the meeting yesterday afternoon—that the Deseret Woolen Mills, employing a hundred men, must close down for a time because of the large stock of goods on hand. This is an unpleasant state of affairs, and means a loss to the community, which the general policy of a home consumption club would prevent. There is plenty of market for the product of our mills, if the people would only join in patronizing them. It was stated yesterday, by a railway conductor, that he had had no doubt that, if a general move like that at present suggested should be made, the patronage of the Union Pacific for the uniforms of its train men could be secured. He had himself used the Utah made goods and found them superior in quality to those obtained for the purpose at Omaha.

At the meeting a committee was appointed to ascertain why local companies cannot compete with outside establishments in the manufacture of iron fences, etc. The fact is that they can readily compete if business men combine with the people to patronize them, and make payments as promptly as they do to outside parties. Let the organization of the proposed club go on. In its suggested plan of operation is the means of reviving business. Its policy would make a permanent boom, in keeping our money working at home.

SILVER AND STATEHOOD.

When financial conditions run contrary to party program, the politicians usually manage to shuffle around to the cash basis. Thus it is that the admission of Arizona, New Mexico and Utah into the Union is now less a matter of party politics with the Senate than of financial issues. The problem under consideration in the upper branch of the national legislature is whether it is safe to risk six new silver senators, rather than an inquiry as to which political party either or all of those senators will give allegiance to. There is not much doubt as to the attitude they would assume on the silver question.

The senate is at present almost