DESERET EVENING NEWS.

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DESERET NEWS PUBLISHING CO.

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THE FUNDING BILL.

Just how far it may be politic for the Salt Lake Chamber of Commerce to go in the matter of pressing against the passage of the Central Pacific funding bill is a matter for the gentlemen composing that organization to determine and as we have no doubt they will pursue a consistent course, following neither a craven nor a mean policy on the question, we will not intrude any advice upon them. As to the arguments which the railroad managers present in favor of the bill, however, their specious character is easily discernible upon examining the facts connected with the railway indebtedness.

There are two mortgages on the line that runs west from Ogden. The first is held by the southern Pacific stockholders who control that corporation, and the other by the government. The holders of the first mortgage are the men who want an extension on the Central Pacific debt to the government, which matures in about six years. If they wanted to they could foreclose on their mortgage, and the only way the government could get anything at all would to be by exercising the right of redemption. Why do they not take this course to gain full possession of the line? Simply because the road has depreciated in value below the figure of the first mortgage. This depreciation has been by the action of the holders of that bond, through the building of the Southern Pacific, the diversion of traffic to it from the Central Pacific, transfer of rolling stock from the latter to the former, and a persistent policy of building up the Southern at the expense of the line on which the government has a lien. The road therefore is not worth the first mortgage; but if taken under it would be subject to redemption by the junior mortgage.

There are two chief reasons for pressing the funding bill, which gives an extension of fifty years on the second mortgage. One of these is to prevent the line from falling into the hands of the government either by foreclosure when the second mortgage becomes due, or by redemption. In the present general clamor for government ownership of roads, either one of these methods of securing the Central Pacific to the United States is within the domain of probability. It would then become a competing line, antagonistic to the Southern Pacific, and consequently cut down the profits of the latter. The passage of the funding bill would defer this for half a century, which is a postponement sufficient for all purposes so far as the present railway managers are concerned. The other reason reserved to for urging the bill is that the first mortgagees may continue to reap what profits there are in the road, and at the same time have the government support which make the road valuable as a money-earner, while the government claim is rolling back steadily. The funding bill, therefore, would be a very clever thing in behalf of the first mortgagees but as a financial proposition the people of the United States, who are the government, would not be in it at all.

THE POTATO CROP.

Potatoes have been sold at a remarkably low figure in Utah this summer, and from this many have argued that the fall crop will bring such low prices that it will be hardly worth gathering and placing on the market. If this should be the fact, it would be rather severe on the producers, while the benefit to the consumer would not be sufficient, as he as the general welfare is concerned, to offset the loss to the agriculturist. Investigation into the general condition of the potato crop as reported, however, does not seem to warrant the claim that the farmers will get the famine prices for it forecast, nor that they will commence the figure to lead in conjunction with the price of other commodities.

The yield of early potatoes is reported to be large and of good quality, and is being crowded into the market. There have been more potatoes planted in gardens this season than heretofore, for the reason that with the hard times the people tried to make available spots of ground for food production, and as the public was about the hardest thing for the purpose all around the choice fell on it. This caused the demand for new potatoes to fall off from previous years, and while the early crop was as large or larger than formerly, the fact that many people were supplied from the little garden patches caused a glutton in the market.

Another condition is likely to prevail, however, with the late crop. Reports show that the acreage to this is not greatly in excess of the previous year. From many localities also comes the news that the yield will be less than average, as insects have proved upon potato vines this season to an extent almost unknown heretofore, and so energetic in the crop is not doing well. Just how far the injury extends has not been ascertained, but enough has been learned to know that it is considerable, and that in consequence the crop of late potatoes is not likely to be anything near as large as was anticipated a month ago. A result will be that prices will hold up fairly well. Under this state of affairs it may be well for those farmers who have been inclined to neglect their potato crop because of an idea that it is unremunerative it would not let them satisfactory income, to think well before they permit any part of it to go to waste.

CEDERQUIST'S CASE.

The case of Private Cederquist at Fort Omaha, who, as told in the dispatches, was sentenced to fine and imprisonment for refusing to engage in target practice on Sunday, and whose sentence has now been remitted by the President, is the subject of warm discussion in army circles. The order for the release of the soldier is accompanied with the remark that the action is not in any way to be regarded as a justification of the disobedience of orders on the part of soldiers.

The question involved is one of the utmost importance to military discipline. It is clear enough, should the principle be recognized that the execution of a military command is left to the intelligence, the conscience and moral sense of the individual soldier, the result would be disastrous in a time of war, when often everything depends on the instantaneous obedience to orders given. It is equally clear, since the military training in times of peace is but for the purpose of rendering the army effective when called out for more serious service, that the same principle must be upheld. The effectiveness of the training, on which the safety of the country largely depends, requires therefore that each soldier implicitly lay his commanding officers, as completely as it he had no intelligence, no will of his own, or rather, it requires that he place all his intelligence, all his will-power at the disposition of his superiors. It is not necessary to enter upon the question whether there are possible exceptions to this rule, to case an officer should command a soldier to break laws to the injury of private citizens. If exceptions there be, the force of them is but to prove the rule.

In the case of Cederquist, his proper course when commanded to target practice on a Sunday would have been to obey, entering his remonstrance with a respectful protest and then to seek the redress the law gives. No possible harm would have come of this to anybody. Whatever can be said in exoneration of his conduct, as a man and a Christian, as a soldier he was guilty of insubordination.

The order of the President to bring before a court martial the officer who issued the command is regarded with much satisfaction. This command, it appears, was a direct violation of the orders of President Lincoln, given in November, 1862, and was aggravated by the fact that it was entirely unnecessary. The action in bringing the officer to justice shows that in this country the soldiers are not at the mercy of unreasonable superiors, as is often the case in European countries, where private sometimes are punished if they do not obey the caprices of their officers and then punished again, if they raise a word of complaint against their tormentors. The sentiment in this country is that even a soldier shall have fair play, and the act should serve to strengthen the feelings of loyalty and satisfaction in the ranks, so essential to a good, effective army.

THE BICYCLISTS.

The decision of Commissioner Mc Nally that a bicycle is a vehicle, and neither that it is wheeled, should be of considerable interest to bicyclists, as it is to pedestrians, and because his honor overruled the remarkable claim that the machine is not one "on which anything is or may be carried," is a legal result, but because he gave its rights on the sidewalk substantially to those of the foot passenger. There is no gainsay in of the contention to good use, as it is good sense. When the opposite view is taken, the law would be close at hand to consider a married woman, pushing her baby, wrapped of child who happened to be passing to make from one side of town to the other as well as some of the other accessories of home when wheeling vehicles were so rare for wide bicycles on the sidewalks and wagons and carriages in the streets, there is now a constant menace to people who venture outside of the beaten line.

It should be remembered that all legislation is not to frame for a very exceptional and unsatisfactory result that which exists in the city at present. There is a large proportion of those who ride their machines in a careful and appropriate manner, and in proper places. But there are also a great many, especially of persons whose idea of their self-importance is vastly greater than it will be a quarter of a century hence, whose conduct is such that it should receive much more attention from public officers than it does, and which would almost justify the enactment of an ordinance forbidding bicycles to get on sidewalks at all. Teams are limited to a no more speed per hour, and to a very slow rate at crossings, so that foot passengers may be guaranteed a reasonable degree of safety from injury. But bicycles tear along sidewalks and over crossings at a rate of 12 to 20 miles per hour, wholly regardless of the rights they possess, and of the rights of pedestrians. If a person, young or old, is passing along the sidewalk, and one of these daring riders comes along, the latter confines his warning to the violent ringing of his bell, wholly expecting the foot passenger to perform an acrobatic feat to get out of his way. Many times he discovers that the person does show a full determination to assert his rights—and not always then—does the ordinary citizen step out of the way, and very often he delights to cut as close to people as is possible, with the express object of causing alarm.

Damages ought to be awarded once in a while against a number of these reckless "bicyclists" who act as if they had prior rights to any piece of road they elect to pass over, and by their lack of care create inconvenience and even damage for others. Their mad career may be checked by that means, and those riders who conduct themselves properly would not come in for a share of blame that is now placed on wheelmen generally, though perhaps unfairly. As to the merits of the particular case before the commissioner, that was the business of the court; but the principle enunciates that the rights of the foot passenger should take precedence over the bicyclist on the sidewalk is sound, and should be more strictly enforced than it is at present.

ON THE RIGHT TRACK.

When a man discovers that he is wrong and comes out and admits his error and turns from it, he performs a noble action. It is proper now that Eugene V. Debs, president of the American Railway Union, be given due credit for that kind of work. Like many other men, his technique was with labor unions, and he learned to believe sincerely in the efficacy of strikes as a redress for grievances on the part of workingmen. When Mr. Debs organized his union, that was the prevailing notion in his mind as to the way it would accomplish its mission, if any came to it. His idea was further confirmed by the success gained in his first strike, when the Northern Pacific railway had to surrender unconditionally. When the Pullman trouble came on he followed the same tactics, but, as the facts show, with an entirely different result.

This time Mr. Debs realized his error, and the mistaken policy that so long has governed labor unions in various parts of the world. Other people had seen the wrongfulness of strikes and pointed it out; but none of the labor unions did not recognize the great truth to which leaders in thought directed their attention, and, breathing the air of unionism under such conditions, it is not strange the president of the A. R. U. did not comprehend the whole situation. The recent strike brought the lesson home, however, and in a manly way he makes the public confession that he was in error, and promises that he will not be found on the same side again. He has come to understand that strikes are opposed to general sentiment in this country, and declares that he will never again be connected with a strike organization, but will advise the workingmen to seek redress by ballot.

The repentant expressions of the A. R. U. leader have the ring of sincerity, and whatever may be said of his judgment in inaugurating the strike, his frankness in coming out against what he has learned is an evil must be admitted. It would be uncharitable, and not in keeping with his recent public course, to say that this step is taken to save himself in the legal proceedings now pending. His declaration should rather be accepted as evidence of an earnest desire to repair so far as he can the wrong done, by preventing similar occurrences in future. His course in this regard should be a public argument with every labor organization, and especially with the members of the order of which he is the chief. When the laboring men seek redress at the ballot box, in the manner given to by the law of the land, they have a tremendous weapon with which to struggle for any wrong in this country. It is only when they attempt intelligently and with united force, there is none more effective. By the side of honest labor directed to that end, great abuses which exist would be corrected and conditions in high place be swept away, and the society which leaders learn this truth the better it will be for the members of their organizations. Mr. Debs's action on this occasion is the choicest lesson given to the workingmen of the country. There is more to do with strikes, as with the powers of citizenship in other reforms, it is a choice of evils—or the latter.

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Commencing July 15, Garfield Beach Trains will run as follows:

Leave Salt Lake.	Leave Garfield Beach.
9:45 a. m.	[illegible] p. m.
10:30 a. m.	[illegible] p. m.
2:00 p. m.	[illegible] p. m.
3:00 p. m.	[illegible] p. m.
3:30 p. m.	[illegible] p. m.
10:00 p. m.	[illegible] a. m.

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There will be a meeting of the First Precinct Republicans at our usual place, Saturday evening, Aug. 4, at 8 o'clock. Let all good Republicans come out in numbers and participate in the coming campaign, as will be announced.
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Chairman Precinct Committee.

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