

urban population in number are found in Indianapolis and Evansville. Indianapolis shows an increase of 30,880, or 40.48 per cent., while Evansville shows an increase of 21,476, or 73.35 per cent. Fort Wayne and South Bend also show large proportionate increases. In only two cities are decreases shown. Hammond, Marlon, Anderson and Muncie show the largest percentages of increase.

There are six cities which show a population of over 20,000 each. Indianapolis has 105,436, Evansville 50,756, Fort Wayne 35,303, Terre Haute 30,217, South Bend 21,819, and New Albany 21,059.

FREIGHT RATES REFORM.

We have not heard much during the past few days of the project to regulate freight rates, so that Salt Lake business men might obtain those concessions from the railroads which are necessary to make business profitable. Discrimination in rates is notoriously in favor of long hauls, while the interstate commerce law was framed to give the short hauls an equal chance with the long. In spite of acts of Congress the railroads do very much as they please. This is not to be wondered at, but the inland towns suffer greatly from the system and there is a continual cry for redress.

It was proposed by the President and leading men of the Chamber of Commerce to establish a transportation bureau and place it in charge of a competent and experienced person, who would work diligently with the railroad companies and if necessary with the interstate commerce commission, to obtain those arrangements which would be satisfactory to every reasonable firm in the city. The movement was not understood at the time, but it was expected that it would be revived on a suitable occasion. Is it not about time that the matter should be brought up again?

We notice that the Ogden *Standard* favors an extension of the plan, so as to embrace the business interests of all the important towns in the Territory. And it puts the railroad situation very clearly, as follows:

"First, that the schedules are designed to cover all the expenses of transportation and leave a surplus for profit; second, that among the legitimate expenses are the interest on bonded and floating debt, taxes, the salaries of necessary officials and workmen, and the cost of wear and tear upon rolling stock; that excessive competition at important seaboard cities and at great inland centres results in such a reduction of charges that there is little if any profit upon the business done at those points, particularly since there the greatest expenses are incurred in the payment of large salaries to numerous officials, and the keeping up

of expensive and elaborate general offices; fourth, that railroads are not in the business for their health or pleasure, but for what money there is in it; fifth, that if the larger cities and seaports do not supply them with the necessary amount of money, they will get it from other places; sixth, that the inland towns and Territories are heavily burdened to make up this deficiency; seventh, that the purpose and intent of the railroad legislation of the nation is to regulate charges pro rata, so that the tax shall be distributed as equitably as may be upon all the patrons; and eighth, that the law is egregiously impotent in accomplishing this worthy purpose."

The *Standard's* proposition for the business men of Salt Lake and Provo, Ogden and Logan, with any other towns that might join in, to unite in the plan for redress of grievances, seems feasible and commendable. The expense would be shared by all while each would receive the benefits. The cost would be small in comparison with the amounts which would be saved annually to both shippers and receivers.

Is this important matter to be dropped, or will the business men of all the large towns in the Territory combine to effect the freight reforms that are imperative?

A SENSATIONAL CABLEGRAM.

"A cable tells us that public opinion in Great Britain is incensed over the Mormon crusade being made in many of the country districts, that 200 Mormon missionaries are working over there in Great Britain and Scandinavia. They call it a 'traffic in women.'"

"Will the *DESERET NEWS* charge that to the *Tribune*?" If the people become indignant enough to hang a few of those missionaries, will the *NEWS* say that it is the legitimate result of *Tribune* teachings, and get some good Elder to swear that a copy of the *Tribune* was read in church the day before the hanging?"

THE foregoing are the opening paragraphs of the leading editorial in this morning's Salt Lake *Tribune*. It is an endeavor to make a big mountain out of a small mole hill. The cablegram referred to stated that two "Mormon" missionaries had made some stir in proselyting at a small village in Lancashire. This is probably a fact. We do not know of a time during the past half century when "Mormon" Elders have not been engaged in that occupation. All the rest of the cablegram is mere conjecture, and it was so exaggerated yet unimportant that we gave no space to it.

The *Tribune*, however, printed it with flaming headlines, calling it "Righteous Indignation" and capitalizing the "Traffic in Women" with its accustomed desire to aid in the misrepresentation of everything "Mormon." It now says: "They call it traffic in women." And who are "they?" Nobody but the veracious dispatcher who has fabricated a "sensation" out of the

fact that two "Mormon" missionaries are "operating" in an English country village.

The *Tribune* fanatic knows as well as any other person residing here, that the companies of immigrants arriving in this city do not contain any disproportionate number of women, that they come in families like other immigrants and that all the talk about "traffic in women" is entirely without reason. And yet, to keep up its own insane spite and help in the diffusion of misrepresentation about the "Mormons," it endorses what it knows to be falsehood, and in its own serpentine fashion tries to convey the idea that it is true. Here is a characteristic sentence from the same article, exhibiting the vicious yet muddled condition of mind in which the writer usually touches on the "Mormon" question.

"After all the proofs that have been made of the death of polygamy and its public burial, after so many Gentiles have signed the death certificate and pledged their word and honor that the corpse is never to be resurrected, that it is a sure enough dead concern, it seems singular that these missionaries are proselyting, to draw as many women this way as possible; and the only explanation that can be given is that while recently mails have been carried from Japan to Queenstown in two and twenty days, they have been irregular with those missionaries across the sea, and they have not learned the fact yet that polygamy is entirely abolished in this region; that the most violent Mormon Elder would see every other woman in tophet except his legal wife, rather than go into polygamy after the advice that he has received."

When he gets wound up on the subject that always upsets his shaky balance, there is no telling what nonsense he will reel off or when he will come to a period. But to his queries, "Will the *DESERET NEWS* charge that to the *Tribune*?" It will charge to the *Tribune* the continued effort to make it appear that there is ground for the falsehood told in that cablegram. It will charge that the *Tribune* has done this without cessation until the past few days—during which it has given its readers a rest—and without reason for such utterances.

As to "the people becoming indignant enough to hang a few of these missionaries," while we have no doubt that this would delight the fanatic who makes the suggestion, we do not believe the English people will do anything of the kind. That is not their way.

The cablegram speaks of a thorough investigation of this "proselytism." That is just what we desire. The British Government has investigated the subject of "Mormon" emigration more than once, and found that these monstrous stories about "traffic in women" were utterly without foundation. A commission from the United