

each time, after coming to a dead standstill, for want of power to proceed another inch without calling on the passengers to push, the train backed down half way to town, where the grade was more easy. Then, without giving the passengers in the last three cars of the train a chance to say "Good bye" to their companions or congratulate them on being more fortunately situated, the train was uncoupled, the first contingent of excursionists sped off towards the mountains, and the remaining three carloads were left to view the beauties of the landscape, talk politics or complain of the R. G. W.'s shabby treatment of its passengers, all of which they did till they were thoroughly tired. But hope revived within their breasts when, after two hours spent in this manner, they saw the locomotive returning; only to die out, however, when, after being pushed by it a few rods nearer to Sandy they were again left by the engine and trainmen, who without a word of explanation whisked off towards Salt Lake.

It would not have been quite so bad if the cars had been pushed down into Sandy, for the passengers might have found something there to quench their thirst, which they could not do on the bench above town.

A report finally came that the locomotive had left for the purpose of taking on water, but after reaching Bingham Junction and finding none there, and probably while the train men were refreshing themselves, the engine died, which rumor was afterwards confirmed by the appearance of two engines, one apparently propelling the other, approaching they, however, did not come within hailing distance but proceeded on southward and were soon lost to view. After another delay, during which the passengers talked strongly of pushing the cars down to the silica town and transferring to more comfortable quarters, the lost engine and stolid trainmen (who did not evince by their manner that it was a practical joke they had been playing on the passengers or deign to explain that it was anything else) returned and the excursionists were conveyed to their destination, arriving there about 2 o'clock.

The cool water, the delightful shade, the sight and fragrance of the beautiful gardens, the satisfying picnic, the association of friends, the hospitality of the residents and sojourners at Wasatch, and the very pleasing concert and dance in the bowery, all tended to dispel the disgust which the party felt at the ill-treatment they had received, but it will be a long time before they forget it. If the R. G. W. management had tried to discourage its patrons about ever attempting an excursion to Wasatch and outrage their feelings by neglect and disappointment after collecting their fares, they could not possibly succeed more effectually than they did yesterday.

On Friday, August 9, the following appeared:

BINGHAM JUNCTION, August 9, 1889.—For the information of the man who wrote the article which was published in the DESERET NEWS on August 8th, complaining about the treatment received from the train crew on the Wasatch branch of the Rio Grande Western, I will say the delay at Bingham Junction was so plain that a 10-year-old boy would not ask the cause thereof. Does he not know that the train which he was on side-tracked at Bingham Junction for a train from the east? And after meeting said train, pulled out on the main line and unloaded a car of baggage and express, which had to be reloaded by the Wasatch crew? Does he think all that could be done without losing any time? It certainly seems he does.

Then when I cut the train in two above Sandy, did he want me to lose an hour by making a speech to the passengers which were in the three coaches left behind, or did he want me to work quickly and get them to their destination as soon as possible? It seems he wished the former.

Again, he finds fault about being left at Sandy. He says there was no water. (He is kicking too soon, the "Liberals" are not in power yet. If they were, we would have abundance of water.) In fact the train stood within one hundred feet of the canal, which had plenty of water in it, and it was less than 300 yards to three saloons and a drug store at Sandy.

About the train crew taking refreshments I will say there was not one of them had a mouthful to eat until ten minutes to three o'clock; and thanks to Mr. Livingston but for his kindness we would not have had anything until about 5 o'clock p.m. So Kicker, kick.

Yours truly,

D. B. CARSON, Conductor.

Please add: I will write as long as the Rio Grande Western will furnish paper and lead pencils.

If there was anything wanting to establish the idea that the treatment of the Tabernacle choir excursionists on Wednesday was founded upon an utter disregard of their welfare or rights as passengers on a Rio Grande Western train, the foregoing communication supplies the deficiency. It is apparent that Mr. Carson is not a proper person to occupy the position which he held on the day named, and doubtless his superior officers will now be able to see that at first glance. It would have been much more becoming and gentlemanly to have given an explanation that would satisfy the feelings of those who were aggrieved, instead of offering an insult in addition to the injury they have suffered.

The conductor gives a reason for stopping at Bingham Junction. He says it was plain; but the fact that it was not seen shows that he is in error. Besides, he says they sidetracked for a westbound train. No one knows better than Mr. Carson that the train for Wasatch leaves the main line at the Junction, so there was no need for sidetracking for an hour. As to the

unloading of express and baggage, it is also a fact that not one-half of the time stated was necessary for the purpose claimed. But our article said no complaint was made at that delay, for which no reasonable excuse is now offered. The idea of the passengers that it was waiting for additional motive power is the most tenable suggestion that could have been made in the absence of other information, for it was well known that one locomotive could not pull six loaded coaches up to Wasatch. The conductor could not have been so ignorant of his business and of the experience of others as to imagine it could be done, and then find out that he could not take more than half of the party.

He wants to know if the party wanted him to lose an hour by making a speech. Certainly not, particularly if his speeches are of the same nature as his communication. The excursionists only expected that a gentlemanly conductor, in the interest of his employers, to say nothing of ordinary courtesy, would have made "a speech" of about ten seconds, and said in effect, "Ladies and gentlemen, we cannot take you all up at once, but will go with part of the train and return for the rest."

As to there being water in the canal. Is that the stuff that the railway gives its passengers to drink? If so they have just reason to complain. Mr. Carson also suggests that there were three saloons and "a drug store" some distance off. Saloon beverages may suit him. They doubtless include the "Liberal free water" that he refers to. But respectable people do not thirst in that direction. If the excursionists had been of another class doubtless their company would have been more congenial to Mr. Carson, and he would have deigned to show them some civility.

He says he will write as long as the Rio Grande Western will furnish him lead pencils and paper. We hope that he will better control his temper in future than to make such unwise expressions. Thinking people will get an idea that the company had better first provide him with a little ordinary politeness and some common sense.

Really we are sorry, for Mr. Carson's sake, that he has so exhibited his incapacity as a railway conductor, for in the West those of that profession have usually been models of good breeding and gentility. We hope he will profit by seeing his words in print, for if he has any desire to act properly he will be heartily ashamed of them for all future time. They do not become a gentleman and an official of a company that looks to the public for patronage.

There is not enough religion in the world to admit of the annihilation of religions.

The greater a man is in power over others the more he ought to excel them in virtue. None ought to govern who is not better than the governed.