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FREIGHTING, CO-OPERATION
AND MONEY SAVING.

Can we not do our own freighting? This is a question which owners of wagons and teams are asking our merchants and which merchants are asking in return. It is suggested that the freight bill of the past season, amounting to about half a million in round numbers, might be as well saved to the people of the Territory in another season. We freight from the east and the west; we freight to the north; there are hundreds of wagons through the Territory that could be used for this purpose, an abundance of oxen, horses and mules that could do the work, and yet the freight of the goods brought here is paid in money to be taken out of the Territory, when, with a mutual understanding between merchants and men who could do freighting, it might be profitably spent in the best markets, to the benefit of the Territory in general and those who did the freighting in particular.

This is no longer a hypothesis, a theory or speculative uncertainty. The sending of teams to the Missouri river for the poor Saints has demonstrated, year after year, that teams can be sent from here and return in better condition than those which make the trip for the first time across the plains. If it would not pay one man to send one or two or three wagons, a settlement, city or locality might unite together and send what teams they could spare, under the charge of an experienced captain, with careful and efficient teamsters, for the purpose, where there is not an individual with enough teams to enter largely into the freighting business alone. We have conversed with several of our leading citizens on the subject, including merchants, and all favor this idea,—an idea which was plainly and pointedly thrown out by the President at last Conference. We hope to see it acted upon, as far as practicable, the ensuing season; and would suggest that it be considered in those settlements best able to take it up, and that men from those settlements consult with our commission and heavy purchasing merchants when in the city, and see if the necessary arrangements cannot be made to accomplish it. In advocating this measure before, we have enumerated some of the advantages resulting from it, which are so well known that we need not repeat them.

In England, and in some parts of the eastern States, where keen and continued competition among merchants gives the retail buyer many advantages he could not enjoy where that competitive action is not to be found, the principle of co-operation has been employed with marked benefits to those who have entered into it. Working men and others of limited means unite, put their pittance together, stock a store, and, while that store undersells the regular retail dealers, receive a fair percentage of interest on their invested capital, however little that may be. Why should we not have such co-operative action here? By putting together what means they could spare for this purpose, there is nothing to hinder the people from becoming their own store-owners, having trustworthy men in the stores to

attend to the business for them. By this means the profits would flow directly to the people themselves. Or they could combine their means, send and get their purchases made, and divide the goods when they were received. We have perfectly reliable and shrewd-dealing commission merchants among us, who have made considerable purchases of this kind the past and previous seasons; but if the principle were extended in its operations, so that the man with only twenty, ten or even five dollars could send that amount into the cheapest market, and receive its value in such goods as he might need, its benefits would be proportionably increased. This can be done on the plan suggested, and which has been tried to a limited extent already. As a community we are better organized for accomplishing a thing of this kind than any other. In every settlement are men tried and known to be trustworthy and reliable, who could become the agents through whom these combined litters could pass to the commission merchant, with the orders for goods; and the goods, when received, could be divided among the owners by themselves.

We throw out these hints, without elaborating them, believing that thought and reflection will show how they can be advantageously acted upon, and knowing how general the desire is to be relieved from the exactions made by many merchants in the Territory in demanding exorbitant prices for the goods brought here. The saving in money to the people of the Territory would be very considerable annually, and that very saving could thus be employed in purchasing a larger quantity of goods, more machinery and other like needed things, which would the sooner enable us to be more self-sustaining than we are at present.

SHOULD WE NOT DO IT?

Every nation or community that imports anything, no matter whether it be for absolute sustenance or for luxury, must export in a corresponding ratio, or it will become steadily and surely poorer. As an illustration, Britain lays the world under contribution for necessities and luxuries. She brings her spices from the east; her wines from the south of Europe and South Africa; much of her silk from France; fruits of various kinds from countries that produce them; her tea from China; grain from the United States and up the Mediterranean; cotton from the southern portion of the United States, India and other countries; and a multitude of other things from various nations. Yet she has grown enormously rich. She has paid for them all by exportations of coal, machinery, cutlery, cotton and woolen fabrics, and other manufactures. This is commerce. As it has been and is with Britain, so it has been and is with our own and other nations. They have imported what they did not make, raise or produce, and they have paid for it with their exports of what they manufactured, raised or produced.

As a community we have had and still have to import largely. If a class of men have imported for us who had no other object in view but to trade and become rich on our necessities, we have been so much the more foolish for allowing them to do it, when we could have had it otherwise by doing it ourselves, or doing without many things until we could import them ourselves. What have been the counterbalancing exports? Produce, grain, vegetables, to a very limited extent, fruit, and the products of the dairy and hennery. Our population is rapidly increasing, and the wants which these importations supply are increasing with the population. Are our exports or the articles we are in a position to export increasing in proportion? and likely to grow as fast

as the demand for those things that are now imported, unless we can supply that demand or a portion of it within ourselves, or produce or manufacture some other article of commerce? These are grave questions, for our commercial and financial prosperity depend, not upon the answers, but upon the facts embodied in them.

The necessity of our lessening the number of articles which we now import, has been urged upon this community for years, in advocating home-manufactures. Instead of being importers of manufactured goods we should be exporters. We have people here practically acquainted with almost every kind of manufactures that are carried on extensively elsewhere. All we lack is machinery; skilled labor we possess. We can raise the sheep and grow the wool for woolen manufactures; we can grow the cotton and silk; we have the iron ore and coal; we can raise the tea and tobacco for those who will use them. Our markets for produce are at the same time widening and narrowing. The markets are widening in extent and demand; but they are narrowing for us, for other places are making efforts to supply that demand. Flour is freighted from the States to Montana and other mining regions, and brings a higher price than flour taken from this Territory. So it will be with other articles of sustenance. Other places will make efforts to supply the demand and secure the gold. Is it not evident that we must in our importations endeavor to bring on machinery much more largely than heretofore? that we must contrive to meet our own growing demands, and grow into supplying our neighboring markets with other things than produce? We put it to the good sense and reflection of our capitalists and the people generally.

Another thing; would it not be the wisest course to sell our own importations in the markets to which they are carried? to seek out reliable houses of consignment, when the owner cannot wait an opportunity to dispose of his produce to advantage, and, with paying the ordinary per-centage on consignments, pocket the net proceeds? Instead of letting that produce pass through the hands of speculators and too keen traders. At last quotations Salt Lake flour was selling from \$23 to \$24, wholesale, 98 lb. sack, in Virginia City, Montana, and that in coin. Farmers and owners of produce, figure it up; see what you get in store-pay, charged you at over or about one hundred per cent profit, for your wheat and flour, from men who would not buy a pound of it when scarcity made it high-priced; add the freight to Montana and other places, and ask yourselves if it pays you to let it go for the paltry price you receive in the pay you get, while you could handle the gold for it yourselves. That gold you could send east and west, buy goods and machinery, and enrich yourselves and the Territory where you are now enriching those who care nothing for you. If one man could not make a load of flour to send into these cash-paying markets, two might; or a settlement might make up a small train. Again we say think of it; it will bear reflection.

THE COLORADO NAVIGATION.

The importance of the route to the Pacific coast by the Colorado river has been widely agitated here. Its practicability has had many believers, and its opening been desired by the people of this Territory. For this purpose the settlement of Callville was formed, as a kind of half-way house between this city and San Francisco, and much interest has been manifested in the enterprise by our most influential citizens.

Undertakings of this kind are only prosecuted to a successful issue by per-

sistent energy; and, indicative of that energy, we see that the matter is about to be practically tested by the Pacific and Colorado Steamship Company, who advertize in the present number of the News the establishment of a regular dispatch line of vessels from San Francisco to the mouth of the Colorado, there to connect with a couple of steamers, the *ESMERALDA* and *NINA TILDEN*, which they purpose running from that point to Callville.

The Company, through their Secretary, R. C. Eldredge, state that they have made the river navigable as far as Callville, and have prepared these steamers at a large outlay, and that they will guarantee to deliver freight at Callville with certainty and dispatch. A sufficiently satisfactory guarantee, with the rate of freighting placed at a reasonably low figure, would unquestionably lead our business men to use the new route for bringing goods to this Territory, even with the strong inducements that are being held out from the east to continue and increase their trade from thence by the overland route across the plains. The danger and uncertainty on the plains, the difficulties that are continually arising through Indian disturbances, and the fact that teaming can be done from Callville part of the way north all through the winter, give the opening up of the Colorado an importance which under other circumstances it would not have. The growing trade with Utah is desired by influential merchants both east and west, and it is to our interest to avail ourselves of every facility that may be offered for supplying our demands in the cheapest and most expeditious way. We have heard it stated that some San Francisco merchants were about to forward goods for Utah by the Colorado, and send the invoices to this city, for sale on the arrival of the freight at Callville. This would restore the waning confidence of some here who were most sanguine concerning the opening of that river; and we have men of capital and enterprise who are sufficiently anxious to bring the centre of Utah into more direct and speedy communication with the great marts of trade, to meet part way any effort that may be made to accomplish this object.

HOME ITEMS.

SABBATH MEETINGS.—Pres. Joseph Young occupied the forenoon, addressing the Saints on the necessity of their continually having the Holy Spirit to teach them the truth, and guide them in all things, so that they may become better, more enlightened and purer daily.

Afternoon.

Elder George Q. Cannon treated on the great and important results dependent upon the spread and ultimate triumph of the principles of truth upon the earth. He alluded to the lack of virtue and honesty among the nations of the earth, to the corrupting influence and unvirtuous effects that attend those who professedly come here to 'regenerate' us, of the prostitution which accompanies their efforts to accomplish their avowed intents, and of the manifest virtue to be found among the Latter-day Saints.

Pres. D. H. Wells spoke on the first principles of the gospel, on the gifts and blessings promised to and which attend believers, referring to the revelation through Joseph promising that these signs should follow believers, and to various prophecies of which he had witnessed the fulfillment. He exhorted the Saints to diligence and continued faithfulness, bearing testimony that the power of God will always be with them, so long as they faithfully obey His commandments.

DESTRUCTIVE FIRE.—On Thursday, 23d, about 2 p.m., Faust's Livery Stables on Second South street took fire, presumed to have been communicated by a stove pipe which passed through the roof, and in about twenty minutes the building was level with the ground. When the fire was discovered by Mr. Faust, he concluded to save what he could move, and with assistance which was promptly and abundantly rendered, all the horses, carriages and other material in the lower part of the building were got out, some hay and grain and other articles in the loft being destroyed with the lumber of which it was erected, and a large corral which had just been finished. Five thousand dollars will scarcely cover the property destroyed, apart from the stoppage of the business, which, however temporary it may be, will augment the