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IN ADVANCE.

Saturday, October 15, 1892.

THE CONFERENCE.

THE sixty-third semi-annual Conference of the Church which closed Sunday afternoon was in all respects an interesting, important and edifying occasion. The congregations during the four days were large and attentive, and from the opening hymn on Thursday to the benediction on Sunday, the Spirit of God rested mightily upon both speakers and hearers. Instead of there being a feeling of relaxation or weariness as the Conference drew to a close, a distinctly cumulative character was imparted to the interest felt by the Saints, and all would have been pleased had the meetings been further prolonged.

The remarks of the speakers breathed an earnest gratitude to our Heavenly Father for the blessings so signally manifested in behalf of His people, and were full of kindly encouragement to the Saints in living nearer to the Lord and putting away from them all folly and weaknesses. Nearly all the general authorities of the Church were in attendance, and almost every Stake and ward in Utah and the surrounding states was prominently represented. It will have been noticed from a comparison of the list of authorities as presented at the Saturday meeting and at the Conference last April that death had caused but one vacancy during the six months—President Jacob Gates having been called home to the other side. The chosen leaders of the people, far advanced in years though many of them are, seemed filled with unwonted vigor and energy. Particularly was this the case with President Woodruff, whose presence and instructions were a source of profound joy to the assembled thousands.

The importance of completing the Salt Lake Temple in time for the dedication next April was eloquently urged and the generous assistance of the Saints was presented as one of the duties and pleasures of the hour. Charity was inculcated as a virtue that all may exercise with profit, and fault-finders and backbiters were admonished to turn from their evil ways. The power given to the faithful to withstand the trials and temptations of mortality were forcibly dwelt upon, and all were encouraged to seek first the kingdom of God and His righteousness, lest in the pursuit of worldly advantages they lose sight of the eternal life which ought to be the chief object of every human being. In a word, the counsels and instructions were in every instance timely and important, and being dictated and accompanied by the Spirit of God, we believe they fell upon willing ears. May they sink deep into the hearts of

all who love the truth, and serve to unite more firmly and build up more rapidly all who have taken upon themselves the weighty name of Saints of the Most High God!

THE PEOPLE WILL CHOOSE.

Two of the political parties of the Territory—the only two in fact that have any excuse for existing and that have any chance for arousing enthusiasm or hope of achieving success—have now held their conventions, promulgated their platform and declaration of principles and named their candidates for Congress. Utah's political history affords no parallel to the good-natured but tumultuous scenes that characterized both these gatherings, nor to the universal interest which the campaign has already awakened.

For the first time in its history are the people of Utah arrayed in alignment with the national organizations for the purpose of electing a member of the national household; that they are equal to all the requirements of the case and will inform themselves as to all matters political wherein information is needed, goes without the saying. They have already had one general contest under such organizations, but for local officers or y; in that campaign they developed an aptness and sagacity in dealing with the new conditions that must have been a cause of profound admiration with all those who gave the subject such attention as the occasion demanded; and in the contest now at hand we have the fullest confidence that they will not merely equal their previous performance but surpass it. With judgment more nearly matured by reason of experience and with such added information as was needed regarding national and local affairs, who can doubt that a campaign of intelligence preceding a result wherein the best good for the greatest number shall find expression will be the record that shall be completed on the 8th of November?

Both the Democratic and Republican candidates for Congress are fully capable of representing our Territory with credit to themselves and satisfaction to the people. Each is well educated, well posted on the political situation, well informed as to the needs and wishes of the community, a zealous partisan and well equipped by nature with those qualities of mind and person that fit men for lofty stations. Each is comparatively young and both are in the fullest sense representatives of that much respected and altogether prominent element in the western world—Young Utah. Whichever shall be chosen the NEWS will be satisfied with, and it believes it can assure its readers that those who may not be so when the votes are counted will be after the coming Congressman shall have an opportunity to make a record in the halls of national legislation.

It is said that Catholic church members have concluded to present the Pope with a throne of gold next year.

SALT LAKE SHIPPERS, TAKE COURAGE!

A NEW YORK dispatch which appears on the first page of this issue under the caption, "A railroad company restrained from granting special rates," is fuller of information and interest than most readers are aware of, and possesses more importance indeed than the general run of newspapers, with all their wisdom, will at first thought give it credit for. A local controversy, now somewhat in abeyance, between the Salt Lake Chamber of Commerce and the railroads, gives to the item alluded to a peculiarly lively and absorbing aspect.

According to the dispatch an order has been granted restraining a certain railway from giving special rates to foreign shippers on goods to San Francisco, the complainants being New York and New England shippers who felt themselves injured in their business by the fact that the defendant company, in conjunction with other oceanic and railway transportation companies, so manipulated rates that foreign shippers were charged less than one-half as much for the whole distance from England to San Francisco as the complainants were charged from New York to the same destination. The suit was instituted, we are further informed, to confirm the order of the interstate commerce commission filed in 1891.

This latter order, which the decision of Judge Wallace in New York yesterday confirmed, was the result of a most important and stubbornly contested hearing before Commissioners Morrison, Schoemaker and Veasey in June, 1890. The case was brought by the New York Board of Trade and Transportation company, the Philadelphia Board of Trade and the San Francisco Chamber of Commerce, the former two against New York and Pennsylvania lines, and the latter against the Southern Pacific. Hon. John D. Kernan represented New York, Read and Pettit represented Philadelphia, and S. W. Sears, Esq., of this city, represented San Francisco. New York's claim was that goods were carried from London and Liverpool via Atlantic ports to San Francisco for about one-third of the rate the local shippers were charged upon similar goods to the same point. Philadelphia's claim was of the same general tenor. San Francisco claimed that tea was carried from Yokohama to all transcontinental common points through the Pacific port at 1½ cents per pound, while the rate from that port to the same points eastward was 3 cents per pound. The grievances of the three cities being nearly analogous, they were all considered at the one hearing.

With much patience and skill the case was fought and defended, and at length, on January 28, 1891, a decision was rendered, the provisions of which were to take effect May 5th following. By this decision the railroads were ordered to cease and desist from charging a higher rate to local shippers than their proportion of the through rates from foreign ports; that is to say, the roads were required not only to cease charging American shippers more than they did the foreigners, or even to charge both home and foreign ship-