

from the true meaning and the blessed gratitude and joy that should mark today.

Our hope is that, having through force of circumstances made some improvement on the line suggested, we shall not again lapse into the extravagant, unwise and mercenary habit, when better times shall once more dawn upon us, bringing plenty in their wake.

BETTER THAN 1893.

As an illustration of the improvement of business in 1894 over the preceding year, the record of the Chicago stock yards furnishes some encouraging figures. The *Inter Ocean* has statistics for all except the last ten days of this year, with which to make a comparison with 1893. In considering these it should be remembered that the "terminal charges" turned many southern shipments from Chicago, Kansas City, Omaha, St. Louis and other points, and the great strike also exercised a vast influence in reducing the volume of business.

Notwithstanding these drawbacks, however, with the exception of the receipts of cattle and calves, the Chicago record up to Dec. 20 exceeds that of 1893 in receipts, while the shipments of 1894 of cattle, hogs, and horses is beyond that of 1893. The cars received and sent out in 1894 are far in excess of the number used in 1893. The receipts are as follows for 1894: Cattle, 2,950,917; calves, 181,574; hogs, 7,352,103; sheep, 3,046,508; horses, 95,975; cars, 282,450. Shipments, 1894—Cattle, 945,009; calves, 11,400; hogs, 2,418,111; sheep, 3,21,052; horses, 88,883; cars, 83,122. The receipts for 1893 were: Cattle, 3,133,406; calves, 210,557; hogs, 6,057,278; sheep, 3,031,174; horses, 82,492; cars, 273,932. The shipments in 1893 were: Cattle, 900,183; calves, 13,832; hogs, 2,149,410; sheep, 442,565; horses, 70,011; cars, 79,285.

The valuation of the stock for 1894 figured at \$252,000,000, as against \$249,542,375 for 1893. The total valuation for twenty-eight years, up to 1893, is \$3,950,795,102. For twenty-four years, up to December 22 of 1894, the receipts of stock of all kinds were as follows: Cattle, 48,682,659; calves, 1,561,307; hogs, 144,763,092; total, 192,847,058; sheep, 28,601,165; horses, 873,680; total, 292,321,043. Shipments: Cattle, 21,369,441; calves, 330,949; hogs, 47,246,312; sheep, 8,459,169; horses, 798,749; total, 78,253,623; grand total, 870,575,526.

ALLEGIANCE TO THE CZAR.

There are a few Russians in the United States who maintain their allegiance to the Czar, and these have been required to subscribe to the usual oath upon the accession of a new sovereign. Upwards of a score of these went through the ceremony in the little Orthodox Greek church on Center avenue in Chicago on Monday. An illustration of the chains of semi-barbarism and serfdom which yet bind in official Russia, a translation of the oath of allegiance may be of interest at least. It is as follows:

I, the undersigned, do swear, by the Almighty God, before His holy Scrip-

tures, that I will and must serve truly and not falsely his Imperial Majesty, my real, innate, most great and most gracious monarch and Emperor, Nicolay Alexandrovitch, autocrat of all the Russians, and his Imperial Highness the Czarowitch and Grand Duke George Alexandrovitch, to obey him, not spare my life to the last drop of my blood to keep and to defend all belonging to his Majesty's sovereignty, power, might, right, and prerogative yet decreed and which shall be decreed in future to my utmost understanding, sake, and ability to maintain and defend, and at the same time with all my endeavors to assist in all cases all concerned in the royal service of his Imperial Majesty, and for the benefit of the state to let it be known as soon as I learn of any damages, injury, or loss affecting the interests of his Imperial Majesty, and to use all measures to turn aside and hinder such; to keep faithfully every secret entrusted to me and the duties entrusted and placed upon me in conformity with the general decree and the instructions, rules, and orders which will be from time to time specially decreed by my superior in the name of his Imperial Majesty, and serve in a faithful and proper manner, and not contrary to my duties and oath, not to act for my own interests, property, friendship or enemies as I am further always responsible before God and the awful judgment. So God will help me by soul and body. In conclusion of this oath I kiss the book and cross of my Savior, Amen.

BEEES FOR SUGAR.

The management of the Lehi sugar factory has announced its inability to operate for another season unless there is a reduction in the cost of sugar beet delivered at the factory. Because of this, if it is now being made to have the rail ways fix a lower rate for freight, in order that the whole burden of the reduction shall not fall on the farmer. As it is, the rail ways have forced a large business, particularly from Utah county, in the hauling of beets, and the continuation of operation at the factory should be an important feature to them. They not only have to freight on the beets, but the supplies for the factory, the output of it, output, and the general increase of business among the people connected with the industry in any form.

It has been suggested that farmers can raise beets for much less than \$5 per ton—the amount paid during the past season by the factory. It should be remembered, however, that the railway freight came out of the farmer's pocket; and if a farmer had to pay \$1 a ton for hauling, he only got \$4 for his share. If, therefore, a reduction must be made to pay \$4 a ton, it should not be forgotten that if the railways insist on the same rate, the farmer loses the whole reduction, or 25 per cent of the price formerly received. Those who get their beets to the factory for less than the rate named of course have an advantage over others who must pay more; but the figures given are merely for illustration. As the present season's run consumes more than 32,000 tons of beets, it will be seen that the railways had a pretty large business, and can be confidently asked to operate therewith on the lowest reasonable basis, rather than compel the farmer to go out of beet-raising and force the factory to stop.

In dealing with this matter it would

be a good idea for the farmers to figure down to detail the actual cost of beet production in their various localities, as is done with farm products elsewhere by those who operate on a more strict business basis than is customary with the majority of western farmers. Then each one would know exactly where he stands. In doing this, for instance, a California calculation places the cost of sugar beet culture at \$2.07 per ton. This was upon a yield of 12 tons to the acre, with beets which ran 14 per cent saccharine matter. An examination of the figures, however, shows that by the same process of calculation, the Utah beet grower would be at a greater expense, as some of the items of cost here are higher than those named in the Sacramento valley. Taking the corrected figures for this locality, however, the totals would be made to show, on a production of 32,000 tons for which, at \$4.25 per ton at the factory, the price would be \$136,000, as follows:

Outlay for seed,	
rent or interest	
on land, ma-	
chinery, etc.,	\$35,200 or \$1.10 per ton.
Labor in cultiva-	
tion	61,000 " 2.00 "
Freight to factory	24,000 " .75 "
Profit to farmer...	12,800 " .40 "
Totals.....	\$136,000 " \$4.25 "

Perhaps some of the Utah producers could give results even more favorable to the farmers than these, and if so their details would be interesting and valuable. These give the actual cost at \$3.10 per ton, with 40 cents for incidentals and to meet exigencies, making \$3.50 per ton. Of course such figures take into consideration that there is much child labor available in beet culture, and probably represent a fair average and such will offer an inducement to the farmers to continue in the industry, provided the cost of transportation to the factory can be fixed at rates to allow for hauling the beets to the railway and necessary expenses in connection therewith.

A QUESTION OF TIME.

A correspondent writes from Emery, Utah, asking the News the following question:

Is not our time taken from the Denver meridian, and is it no, therefore 28 minutes ahead of sun time? A friend of mine stated to me the other day that Ogden meridian is now taken as our standard and our time is therefore sun time. Is this correct?

Both these questions may be briefly answered No! But going a little into explanations the following may be added:

First, our time is what is called "Mountain time;" here it is about 27 minutes and 15 seconds faster than our ahead of actual solar time. Denver's time is also Mountain time, but it does not correspond exactly with actual solar time at that point, though of course it approximates it much more nearly than is the case with us.

Second, the Ogden meridian is something the world has not before heard of. As to time, Ogden's is the same as ours, and so also is that of all the towns of our Territory,