

izations will have a preponderance of their votes until it comes to a test; but that they will be able to elect any general officer they please and be entitled to a large if not the larger portion of the Legislature, is as certain as that things go on as at present for a few months longer. The legislative apportionment will have to be revised and radically changed, so as to conform to the increased voting power of the county—a county which until now probably never cast over 100 votes all told and which has never yet had anything but indirect representation in the lawmaking body! We might as well begin the consideration of these questions now as any time.

San Juan is almost large enough for a territory by itself, being by far the largest county in this Territory. It contains 9078 square miles, thus being twice as large as the state of Connecticut (4845), almost the size of Maryland (9860), and a trifle larger than either New Hampshire or Vermont; it is more than three times as large as Delaware and Rhode Island combined, so that in the matter of territory it stands well to the front; while in regard to population and wealth, from a month or so back to the beginning it has never had to exceed 500 people whose possessions have of necessity been limited. But all this is changed now and we must wait a short season before saying to what extent it is changed.

### THIS WITH RELUCTANCE.

Except for her active participation in the marriage and divorce mills, the occasional loss of her diamonds by burglars, and her candidacy for the honor of model for this, that or the other piece of statutory, the existence of the average prima donna or leading stage lady is so humdrum and uneventful that one heartily dislikes to puncture the little legends in which she is now and again introduced as a heroine in real life. Nevertheless it becomes a public duty to apply the restraining touch of truth when too high a flight of fancy in behalf of the part is in question is essayed. Such is the case just now, when eastern papers are widely copying and flauntingly publishing the following:

Two weeks ago, while the Duff Opera company was en route from Salt Lake to Denver, the train stopped at a coaling station. A small boy attached his sled to the rear coach, pretending that he was fastening his horse to a hitching post. The train started and the boy's sled was carried with it. After leaving the next station Miss Bertram's companions missed her from the car. There was a hurried search, which was rewarded to their momentary horror by the discovery of the young prima donna perched upon that little sled and being dragged over the snow-covered ties at the rate of thirty-five or forty miles an hour. Her situation was perilous. In five minutes the train was stopped, and Miss Bertram, pale but smiling at her lively experience, was carried into the car, thawed out and talked to like a naughty school girl.

A decent regard for the facts compels the contradiction of this romance in toto. The News regards it as a distinct insult to its very good friends the railroads to intimate that their rate of speed is so slow and the nature of

their roadbed so straight and unbroken that a tough boy's sled, much less a fragile opera company's chief singer, could live two minutes attached to the rear of the Salt Lake-Denver express.

### RAILWAYS BROUGHT TO TERMS.

Some time since the business men of this city or a large number of them took issue with the railways centering here because of unjust discriminations in the matter of freight, and the manner in which the iron-shod corporations were brought to terms was as rapid as it has proved to be effectual. The Chamber of Commerce, which engaged in the cause on behalf of the community at large as well as those immediately concerned, took hold of the matter in a business-like, determined way, with the result of bringing about an arrangement the good results of which are everywhere apparent; it accomplished its work with neatness and dispatch.

A railroad company is not essentially worse on general lines or more grasping than others; but it has better opportunities and being indulged and treated with a hands-off policy by the people from whom it derives first support and then fortune, it would be less than human, or more, if it did not become arrogant, insolent and grasping; it only needs an occasional application of law or a dose or so of mild retaliation to bring such a company back to its senses on the double quick, and this has been done in a great many places of late, now that the people have found out that the question is no longer one-sided and that they can accomplish all that is necessary when they try.

Bradstreet's reports a case in which the board of trade of Chattanooga, Tennessee, took similar action to our Chamber of Commerce. It brought a complaint before the Interstate Commerce Commission against the East Tennessee, Virginia & Georgia Railway company and others, alleging, among other things, that the rates on traffic from New York and other Atlantic seaboard points to Chattanooga were unreasonable in themselves and relatively as compared with rates on like property to Memphis and Nashville, and that rates on such traffic were greater for the shorter distance to Chattanooga than for the longer distance over the same line in the same direction to Memphis and Nashville. The commission has rendered a decision in which it holds that the defendants are justified by the existence of water competition of controlling force in charging less on such traffic for the longer distance to Memphis, but that no such competition exists for such traffic to Nashville, and that any greater charge for the transportation of like property from the seaboard points for the shorter distance to Chattanooga than for the longer traffic through Chattanooga to Nashville is in violation of the fourth section of the act to regulate commerce. Whereupon the defendants were ordered to desist from the discrimination complained of, which undoubtedly they did without unnecessary delay.

Before us are a number of printed reports of the commission, in which

the foregoing doctrine in other words and having a somewhat different application, together with the demand for reasonable transportation rates are upheld throughout. One relates to the rates charged on the shipment of melons and is against a dozen or more Southern railway companies; another is on the subject of lower charges for longer hauls, and a third relates to relative rates on finished and unfinished furniture, the ruling being in favor of the complainant in each case, thus showing the railways generally are disposed to "give up to their privileges" until interfered with. We can all get along with them very well when they are made to understand that their position relative to the public is that of servant rather than of master.

### AN EXTRA SESSION PROBABLE.

Hon. Julius Caesar Burrows, a member of Congress from Michigan, is quoted in a special to the *Tribune* as saying that if Congress were to devote every working day left of the present session to the consideration of the appropriation bills and give to each the time it demands, there would not be an hour left on the fourth of March. If the gentleman expresses the situation correctly, and there is no apparent reason for doubting it, one of two conditions is inevitable—that general legislation will have to be neglected, or Congress called together immediately after the new administration takes hold.

The question of appropriations gives rise to the concomitant proposition of how well the treasury is equipped for meeting the drafts which Congress is preparing upon it. It is claimed by a good many Democrats and denied by a corresponding number of Republicans that there is now a deficit in that department, and that this circumstance alone would be enough to make an extra session imperative. It is suggested that the new officials will be able to make ends meet in some way until December next, when the regular session would convene, even should there be insufficient cash to meet the demands created by present legislation; but just how this could be accomplished is not made plain. When the charge is made that there is not only no money on hand but the government is in debt, certainly those who made such charge took in the whole situation, not only the possessions but the available assets and various means of raising revenue in an emergency; and unless their information or conclusions were wrong, the unusual spectacle of a new Congress convening in the early springtime will most likely be presented to the country.

DEATH TOOK Ben Butler into the ranks of the "great majority." For a man who has so persistently been in opposition, this must be an odd experience for the shrewd Yankee.

WE SUGGEST a warm invitation and expenses guaranteed to the Long Island man who the other day shot at a hawk and brought down a burglar. He wouldn't do our hawks any harm, and might help the burglars.