

The navy is composed of eleven war ships, many of them of the most approved modern pattern, ten torpedo boats and eight vessels of various kinds. There are several others in process of construction.

The country produces about 21,000,000 bushels of wheat annually, and 24,000,000 gallons of wine. The produce of vitre for 1888 amounted to 800,000 tons. This article is said to be the basis of much of the present disturbance. Minerals of all kinds abound.

The annual increase in herds is estimated: Cattle 500,000 head, and sheep and goats 2,000,000.

The foreign trade of Chile for 1888 amounted to about \$125,000,000. Great Britain heretofore furnished annually about \$25,000,000 worth of Chilean imports, the United States less than \$3,000,000 worth. The imports from Germany and France exceed those from the United States by millions.

The most objectionable feature in the present constitution of Chile is the almost absolute power it confers on the president, in some respects. In the first place, the constituted government is much too centralized for any form of republic. In addition, the president can appoint or remove at will all the governors of provinces and departments. He has extensive powers over prorogation and assembling of Congress. He is elected for a term of five years, and his salary is \$18,000 per annum. He is assisted by a council of state consisting of eleven persons, six appointed by Congress and five by himself. He has also a cabinet of six ministers each at the head of a department.

RAILWAY STATISTICS.

THE third annual report of the Interstate Commerce Commission has just been issued from the office of the statistician. It gives comprehensive statistics covering the operations of railways for the year ending June 30, 1890, and a statement of earnings and expenses for the nine months ending March 31, 1891.

On June 30, 1890, the total railway mileage of the United States was 163,597 miles. This is nearly equal to one-half the railway mileage of the whole world. The total length of track for the United States, including all tracks, sidings, and spurs, was 208,612 miles.

The number of railway corporations on the date mentioned was 1797. Of these eighty-seven were classed as private roads, with a total operated mileage of 812 miles. Forty of these corporations operate 77,872 miles, or nearly 48 per cent. of the total mileage, while seventy-five corporations receive 80 per cent. of the total amount paid

by the people of the United States for railway service.

The total number of locomotives in the United States on June 30, 1890, was 29,928, of which 8384 were passenger and 16,140 were freight locomotives. The total number of cars was 1,164,188, of which 26,000 were in passenger service. The total number of men employed was 749,301, being an increase of nearly 45,000 over 1889.

The total capitalization of railway property in the United States on the date mentioned was \$9,871,380,000, which is equivalent to about \$61,000 per mile. This capitalization is largely in excess of its market value, which was estimated according to net earnings and amounts paid in interest on June 30, 1890, to be \$6,627,461,000, or about \$24,000 per mile of line. These figures show us that 19 per cent. of the railway capitalization of the United States is water.

The total number of passengers carried during 1890 was 492,500,000; the number of tons of freight was 636,500,000. There were 6,334 persons killed by accidents, and 29,000 injured. Of the total number killed 2,451 were employees, 286 were passengers, and 3,597 were classed as "other persons." Among the last named it is supposed there were many suicides. Of the injured, 22,394 were employees, 2,425 were passenger, and 4,206 unclassified. These figures show that one man in every 306 employees got killed, and one man in every 33 got injured.

The report suggests that statistics be collected from express companies, which, under the present interpretation of the act, are free from control. They pay annually as rentals to railroads nearly \$21,000,000. The report also suggests that the commission should have the right to call for reports from corporations engaged in the transportation of passengers and freight by water. In 1889 the freightage on the great lakes was equal to 22 per cent. of the ton mileage on all railways. The shipping lines on the Atlantic seaboard are in many cases links of railway systems. It is impossible to present comprehensive statistics of transportation except these lines be called upon for reports.

There is still another suggestion made, that reports be called for from all companies furnishing rolling stock to railway corporations, and from all companies providing terminal facilities. These companies own an enormous amount of property, which is devoted to the business of transportation.

THE UTAH STATEHOOD QUESTION.

JUDGE BARTON (REP.)

After a careful reading and consideration of the "Home Rule bill" I look upon it as an ill-advised measure. In many respects it is quite faulty, especially in its provisions in relation to the judiciary department. Ostensibly it appears as a stepping-stone to statehood but in reality it relegates it to the future, and, once enacted into a law, it would be utterly impossible to predict when statehood for Utah could be obtained. The people would divide on party lines, and about election time every eye would be turned on the Mormon people, and no matter

what scratching of tickets or crookedness in elections would be developed it would be laid at the door of the "Mormon" Church—for example, Pennsylvania's accustomed Republican majority is 80,000 and when she elected a democratic governor by 80,000 majority that unfortunate event was regarded as a lesson to the Republican leaders. If such an occurrence should happen in Utah under the so-called home rule it would be laid to Church dictation. I believe the "Mormon" people have never received a greater insult than that administered by the alleged "Home Rule Bill." The Democrats have now proclaimed to the country with greater force than the "Liberals" that the "Mormons" are not sincere, that politically they cannot be trusted. In effect the Democrats say to the "Mormons"—We will take you on probation; we will allow you to elect your own officers and pay the expenses of these luxuries but we will not surrender our control over you until you have demonstrated to our satisfaction that you can be trusted, and that your Church will exercise no political control over you. In other words, we will give you all the burdens of statehood but will withhold the dignity of the State. From the reading of that remarkable measure, which has no precedent in the history of this country, the conclusion in the minds of people unfamiliar with the present conditions in this Territory, will be irresistible that the Democratic party in Utah discredits Mormon sincerity, and yet but a few months ago these same Democrats proclaimed and professed to believe that the declarations of the Church were made in good faith.

Why this sudden change of base? Why this demand for probation? Did the gentlemen who framed the bill mistake the intelligence of the people of Utah, when they made their first move for division on party lines, and imagine that the Mormons would go en masse into the Democratic ranks and have they now discovered their error and as a result of their labors to stay the tide moving on toward Republicanism brought forth this abortion? There have been many assertions made that this Territory would be Democratic and with the large Democratic vote in August this view seems plausible to the casual observer, yet the Republicans were hopeful and mark the reason why. In point of intelligence Utah stands among the foremost of the States and Territories of the Union. To make a Democratic State of such a Territory is about as reasonable as to attempt to dam the Niagara. Let our friends the Democrats take notice that when Utah does become a State in our glorious constellation it will shine forth in all its splendor as a Republican State. I am persuaded that the Republican party will not endorse the Home Rule bill. It will not be a party to a measure which will impose upon our people a burden of \$150,000 per annum for the sole purpose of ascertaining their honesty, because it already believes that they are honest and sincere. The Republican party in Utah has accepted the declarations of the church as having been made in good faith and has persistently adhered to the principles enunciated during the struggles for division on national party lines. In the same