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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 sense 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 offices only; 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 compiled 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 wisely the votes are counted will be after the coming Congressman shall have an opportunity to make a record in the halls of national legislation.

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 elaborately conducted hearing before Commissioners Morrison, Schoonmaker and Veazey 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, Reed and Pettit representing Philadelphia, and S. W. Scott, 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 11 cents per pound, while the rate from that port to the same points eastward was 8 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 18, 1892, 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 shippers the same rate; they were even required to give the former the benefit of the pro rata reduction due to them as being nearer the point of destination. The importance of this decision will be manifest to every reader; to the importers of San Francisco alone it meant a difference of about $150,000 per annum.

But the eastern roads, though fairly defeated, concluded to resist the proposed reduction; they ignored the decision, and awaited another contest when the case should be carried into the courts for confirmation. According to the dispatch today, they have been defeated again. Perhaps they will attempt further resistance, the puny chorus that valorous part which sometimes is worse than discretion, and prolong the contest by carrying the case on appeal to the court of last resort. Should that be done the shippers are still in the enjoyment of the victory they have won, for under the restraining order, the roads may not depart from the terms of the original decision pending whatsoever appeal or delay they may be able to secure. On the other hand they may, pending final hearing, accept the adverse decision, resort to that most ready of railroad weapons when defeat seems certain—and offer to compromise. This, in fact, is what the Southern Pacific actually did do immediately after the commission's order. It agreed to a reduction of one-third in favor of the San Francisco shippers that is, it made a rate of 2 cents instead of 3, a proposition which, while not meeting all that the latter were entitled to under the decision, was still acceptable to them for the time being.

Much might be written as to the conditions which have emboldened the transportation companies to discriminate so unjustly against their home patrons, and as to the dilemma in which this confirmed decision and order places them. Enough has been here cited, however, to show that justice can be obtained when properly sought and resolutely contended for; and to emphasize this fact, so important to local business men: After having once won your case you can compromise on your own terms and upon a basis from which the other parties dare not try to escape for fear of a worse fate.

THE LAST OF THE DALTONS.

After a career of high-handed and widespread crime, the details of which read more like the contents of a lurid-backed novel than a plain recital of actual facts, the Dalton gang of desperadoes has been blotted out. There must have been something abnormal in the birth and conditions antecedent thereto of such men as those who yesterday met the death they have so long merited, and that too while engaged in one of those acts with which their names have become almost synonymous—bank robbery. The story of the one who was mortally wounded is of itself illustrative of the characteristics of the gang—they were "broke," and as the officers were pressing them hard they wanted to get out of the country. Of course with minds so warped with natural and cultivated malformation as theirs, the only plan for raising money that could suggest itself was robbery, and in its accomplishment they underwent the only reformation possible in such cases. It is a good and great thing that no more will peaceable, law-abiding communities live within the shadow of a constant fear because of the proximity of a den of scoundrels, and a very sad and sorrowful thing that several good citizens had to yield up their lives in order that so inevitable a consummation might be reached.

DEATH OF TENNYSON.

At half-past one o'clock this morning the spirit of the poet laureate of England took its flight.

Alfred Tennyson was born in the year 1810, at Somerby, Lincolnshire. The family from which he sprung was a large one, he being the third. The bonds of the muse was manifested at a very early age, and in 1827 a little volume entitled "Poems of Two Brothers" made its appearance, being so its name indicates, the joint production of himself and his brother Charles. It attracted but slight attention and soon became entirely obsolete. He went to Trinity College, Cambridge, to complete his education, and there, two years after the appearance of the ill-starred "Brothers," his merits as a poet received recognition through a competition entitled "Timbuctoo" for which he received the Chancellor's medal. This production contained all the characteristics of his peculiar style and was regarded at that time as the precursor of great things. From this point he proceeded on in his rhythmic career, and in 1842 his "Poems" in two volumes were received by the public in a manner bordering on the rapturous and the author was at once installed in the place which he has ever since held—partly by merit but principally by common consent—the laurel-crowned singer of the realm.

It were a superfluous task to discuss the merits or demerits of Tennyson's works; his name is made and his fame is secure. Like the great commander Wellington, the canonizing of whom in verse at the latter's death was one of the poet to arrest's best efforts, he gained a place from which he could not and cannot be lopped, without reference to special merit and without taking previdential intervention into account. It may, however, be said that all of his poetry was not the equal of some parts of it; that he gave birth to rhymes, couplets, quatrains and so on, descriptive of nothing, representing or pointing to nothing, this in language which it would be the rarest charity to call quaint, so grossly at variance with any class of syntax, phraseology or permissive construction was it; but the next sentence might be one that glowed with a soulful fervor and accomplished in words and measure as graceful, pointed and exact as any that ever fell from the pen of a Macaulay, a Gibbon or the immortal Pope himself. He was truly a wonderful man and his departure from amidst one of action will not be chronicled as an event whose consequence will not be felt.

ENGLISHMEN are seriously asking themselves as what the Russian Emperor is going to do about the seizure of the sealers in Bering sea. For the Czar, it is claimed that British seamen have unlawfully caught a number of seals, and that for this reason some of the intruders were taken into custody. The Czar demands that they be punished, but Lord Rosebery points out and seems to think that the Russian ukase was a piece of the universal decision, recent in