

25th of the same month left Edgar county, Illinois, and returned home in company with 32 souls, who chose Elder Gates as their captain, to Clay county. In the fall of 1836 Elder Gates moved to Caldwell county, Missouri, a distance of about fifty miles.

On December 19th, 1838, Elder Gates was ordained a Seventy under the hands of the Prophet Joseph Smith and Sidney Rigden.

The same fall of 1838 he had been compelled to march under a large military escort, in company with some fifty-seven other brethren, a distance of about forty miles, to Richmond, Ray county. In the meantime Joseph and Hyrum Smith had been taken from Far West and removed to Jackson county. It was at Richmond also that the Prophet and Patriarch met these brethren. Elder Gates' journal says: 'It was here that we were tried for all the capital crimes, save one, in Missouri, before Judge Austin A. King, and we were imprisoned some three weeks. Finally we went each other's bail and were released, when we left for Quincy, Illinois.' Not long after this he went to Hancock county, and received a commission as ensign in a company of militia. The same month he left in company with Chandler Holbrook, to preach the Gospel, going as far east as Kirtland and Clay county, and in the fall returned home. In company with Wm. Snow, on July 7th, 1841, he went on a mission to La Porte, in the north part of Indiana, and in the fall of 1841 went south into Marshall county and organized a branch of the Church, and a goodly number of Saints were baptized, among whom was Bishop Farnsworth. In 1843 he again left home, June 15th, for a mission to the New England States, and before going he met the Prophet Joseph. His health was feeble, but the Prophet said: 'Go and fill your mission, and we will wrestle after you come back.' The Prophet and Elder Gates would often engage in this game for exercise. When Elder Gates returned home from this mission, May 26th, 1844, he saw the Prophet for the last time, a little distance from him, on his horse, going to his martyrdom. At the October conference of 1844 he was ordained and set apart senior President of the Fourth quorum of Seventies, under the hands of Orson and Parley P. Pratt.

In the autumn of 1847 he came to Utah, and in the fall conference of 1849 was appointed with several others to take a mission to England. He left Salt Lake City, October 19th, went via New Orleans, took the steamer "Maine," and arrived in Liverpool April 6th, 1850. While on this mission Elder Gates filled several important positions in presiding over different divisions of the church. He labored about three years, in which time many were added to the Church. On his return home from this mission he was appointed to take charge of a company of Saints and successfully brought them across the plains, arriving in Salt Lake City September 30th, 1853. During the following few years he traveled throughout Utah assisting in the organization of the different quorums of Seventies. In 1859 he was called upon

another mission to Europe. To fill it he left Utah on the 19th day of September, 1859, and reached Liverpool on the 13th day of December. Soon after his arrival there he received a letter from President Brigham Young informing him that he had been selected as one of the First Council of Seventies. While upon this mission he traveled with Apostles C. C. Rich and Amasa Lyman.

In 1861 he returned home and on his way stopped at the different points and assisted in the outfitting work of companies of Saints, about to cross the plains. In the fall of 1862 he was ordained a member of the First Council of Seventies. While living in St. George, Washington county, he was a member of the county court for several years. He was also elected a member of the House of Representatives of the Legislative Assembly of the Territory, to represent the district composed of the counties of Washington and Kane. He was re-elected three times to the same office, namely, in the years 1864, '65, '66 and '67. He was also elected in 1873 a member of the Council of the Legislative Assembly to represent the district composed of the counties of Kane and Washington. On the 12th day of May, 1868, he was appointed brigade aid-de-camp, First Brigade of the Nauvoo Legion, Militia of Utah, in Iron military district, with the rank of Colonel of Infantry."

Brother Gates was a faithful Latter-day Saint, devoted to the cause of God on the earth, and has gone to the spirit world to join with and enjoy the society of other tried servants of the Almighty who have preceded him, there to continue to labor for the right and await the full reward that awaits him in eternity.

CHAMBER OF COMMERCE AND THE RAILROADS.

The Rio Grande Western now comes forward with its answer to the complaint of the Salt Lake Chamber of Commerce and following is the full text as filed in the case

BEFORE THE INTERSTATE COMMERCE COMMISSION:

The Salt Lake Chamber of Commerce vs. the Union Pacific railway, the Denver & Rio Grande railroad, the Rio Grande Western railway, the Southern Pacific company, the Burlington & Missouri River railroad company, the Atchison, Topeka & Santa Fe railroad company, the Chicago, Rock Island & Pacific railroad company.

Answer of the Rio Grande Western railway company.

The defendant, the Rio Grande Western railway company, separately answers the complaint in this proceeding, and respectfully states:

1. It admits the first paragraph of the complaint.

2. It admits it is engaged in interstate commerce, by arrangements with the other defendants or some of them, for transportation between the points named in the second paragraph of the complaint; but it denies that said traffic is conducted under any common control or management of the lines of railroad of the defendants, or of the railroad of this defendant, and that of any other defendant or defendants.

3. Answering the third paragraph of the complaint this defendant denies that the rates of the defendants specified in the schedules and tariffs between the said Missouri River common points or any of them and Salt Lake City, or between San Francisco and Salt Lake City, are either unjust or unreasonable, or in violation of the first or any section of said act to regulate commerce.

And it denies that the actual cost of the movement of freight between said Missouri River common points to Salt Lake City, Utah, and between San Francisco and Salt Lake City, including the elements of cost properly chargeable thereto, does not exceed one-half of one cent per ton per mile on the line of road of this defendant, and while the defendant cannot state the cost on the lines of the other defendants, on information and belief it alleges that it, on those lines, exceeds the alleged cost; and it denies that the charges made and collected are in no case less than three times the cost of movement, or in any case nine times the alleged cost, unless in special cases on goods specially hazardous and where the charge is largely for risk.

4. This defendant denies the fourth paragraph of the complaint, and each and every allegation thereof.

5. Answering the fifth paragraph of the complaint this defendant denies the same, and each of the allegations thereof, and alleges that the traffic between said Missouri river common points and Salt Lake City, compared with the traffic between the same common points and San Francisco, is carried on under dissimilar circumstances and conditions.

6. This defendant, answering the sixth paragraph of the complaint and admitting the alleged distances between the points named in said paragraph, and also admitting that Salt Lake City is the largest city between Denver and San Francisco, and an important center of trade, denies that it is the only important center of trade between the cities last named, or that it is favorably situated or has natural advantages for supply of a large surrounding country, and admitting that it has the largest local business of any city between Denver and San Francisco, this defendant does not know whether it has a larger distribution of interstate traffic than other points between said cities and leaves the complainant to its proofs thereof; and this defendant denies that the rates charged to Salt Lake City from the said Missouri river common points are excessive or unlawful or in violation of the said act to regulate commerce.

7. And further answering the complaint this defendant alleges that of the haul between said Missouri River common points and Salt Lake City, its line of railroad only includes about 292 miles of the distance; that about 100 miles of said distance is practically a desert with almost no local business, and other parts of its line is constructed over mountain ranges and with steep grades, and that that portion of its line which is in a tillable and settled district is parallel to an older competing line of railway, and that the cost of maintaining and operating its line of railroad, compared with the amount of traffic, is necessarily greater and requires higher rates, to be reasonable,