

imals raised on their ranches. An agent is sent out regularly to purchase every disabled horse he can find. Sometimes he is very successful, one trip of this kind a short time since having resulted in the purchase of over 300 horses at from \$1 to \$5 each. The herd of horses was of a class unfit for use by reason of age, injuries and disease, and the owners were glad to get anything at all for the stock. The animals were driven to the hog ranches and shot; the carcasses were then hacked to pieces and thrown to the swine. An effort was made to deprive lovers of hog meat from enjoying the delicacy afforded by swine so fattened, but it failed because the feeding of horseflesh to pigs was not against the law; nor was the cooking in vats of the carcasses of horses and other animals and placing them in duck and chicken ranches for fowl to peck at.

For the raising of hog products in this part there is no occasion and little opportunity for feeding in the style referred to in the California incident. The cheapest way to raise hogs here is by the cleanest and most natural means—feeding with grass or lucern and a small quantity of grain. This has been demonstrated by practical experience and confirmed by the recent tests at the Agricultural college to be the most profitable method. Under it the best results are obtained in quantity as well as quality. It also is the usual method followed by local hog raisers. So far as these are concerned, the present barring out of the importation may draw more attention to the home-raised article, and by turning the demand to it from the foreign product may stimulate the local industry until the hams, pork, bacon and lard consumed in this locality are also produced here. Whatever hogs are raised in the Territory, let them be properly fed; and if those in the business get a good reputation in that line it will be about the best means available for keeping out inferior importations.

#### SEVERE ON THE BOYS.

The policy recently adopted by the telephone companies and being followed by the telegraph companies throughout the country, to remove male operators as soon as practicable and to fill their places with young women, is rather severe on the boys, though from the standpoint of the employers it hardly can be said to be an injustice to them. In the classes of employment named, as well as in others, the sterner sex is being gradually crowded out, until now in Eastern cities and in many in the West only girls are engaged as operators.

The young men and their friends took the matter up in several places, with a view to effecting a change in the evolution that is going on. They proceeded upon the theory that the policy was followed because the companies could get girls to work cheaper. The young men proposed to show the employers that while this was true the fair sex could not stand so much work or such long hours, therefore the cheapening argument was a fallacy. But they were met at the threshold by a statement that they do

not seem to have been able to reply to, since they have not made themselves heard on the subject again. This was given by a leading telephone representative who was approached, and who flatly denied that the companies were trying to cheapen the service by the change. "It is not for the purpose of economy," he said, "for we will hire more girls than we have boys, and will have to provide better accommodations in the way of heating each station. We are making this change because the girls give better satisfaction. They don't go to sleep on duty. They don't smoke or get saucy to our customers, and they are more active and make less mistakes. For these reasons, before we are through, we will have every department filled by young ladies."

There is a good deal in these statements for the young men to think about. The declaration of the telephone manager, which will be concurred in by many engaged in business occupations, in effect is that by comparison with the girls who are given employment the boys are lazy, blundering, impertinent, and generally incompetent and neglectful of duty; it may also surprise the young man to know that his employer regards him as an inferior workman because of the smoking habit to which boys are becoming generally addicted. The arraignment is a severe one, and of course there are exceptions to its application. But as regards a large proportion of the young men, its truth cannot be disputed. And if things go on as the tendency of the present indicates it will be quite a question as to what will be done with the boys in their trend toward uselessness in the employments that need trustworthy persons. The words of commendation for the young women are very gratifying; but the fact that they can be truthfully made to reflect on the efficiency of the sterner sex should cause the latter, from very shame, to make an improvement in their condition, habits and qualifications. If they do not, in all business callings where the change is practicable the anti-Mongolian cry will be modified into a rule that "the boys must go," except in such instances where there is developed a manliness that will cause them to throw aside habits and customs that are drawing the sex in a retrogressive movement.

#### WHO PAYS THE FIDDLER?

In view of the enormous destruction of railway cars and freight just reported in the dispatches from Chicago, the question of liability for these losses assumes a grave and important interest, not only to the parties concerned, but to the public as well. The common rule is that where a railroad company has issued its receipt for freight turned over to it for transportation, it enters into solemn contract to deliver such freight to the consignee in good condition and without unreasonable delay. Strikes, washouts, wrecks, fires, and all the incidental accidents and disturbances to which railway business is subject, have never been deemed heretofore a release from this contract. For any property destroyed while in its hands, every rail-

road has felt itself called upon to pay; and, except for the usual delay in reaching a valuation and other agreements necessary to a settlement, such payment has generally been made with promptness. Even in the great losses sustained during the Pittsburg strikes and riots of some seventeen years ago, this was the course pursued. Free from responsibility for that outbreak as the railroads claimed to be, they nevertheless saw the propriety of making their patrons good on all losses the latter were forced to sustain, and did so without unnecessary trouble.

The same line of action is foreshadowed in the latest telegrams from Chicago, the scene of the terrible destruction of rolling stock and freight now alluded to; it is stated that the railway companies propose to hold the city responsible, presumably for insufficient police protection against the fire bugs and rioters—thereby intimating that while they expect to pay for the freight destroyed in their cars, they intend to recover from the municipality which should have given, but did not give, them protection. So far as can be learned from legal gentlemen who have given the matter study, this rule is the correct one; the owner of the freight claims it or its value from the carrier company, which must satisfy his just claim; the company, in turn, must obtain such redress as it may be able to from the city, county or state, as the case may be, where the unchecked violence of lawless mobs made the destruction possible. In this connection it may be observed that no railroad running into Chicago can at present sustain for any length of time a loss of a million or more dollars per day, that being the figure given as the cost to one road of the latest outbreak. If nothing can be recovered from the city or state, complete bankruptcy and ruin would be only a few hours distant. If, however, the city or state can be made to pay, the burden will come swiftly and heavily back upon the taxpayers themselves, who, whether or not they were sympathizers with or participants in the riot, would have the duty and pleasure of paying for it. The thought is worth remembering by every community that wishes to save its money and be law-abiding; it ought to result in a readier willingness to uphold the officers of the law in their efforts to restrain turbulence and preserve peace at any cost and under any circumstances whatever.

#### ATTEMPTED "CORNER" IN SUGAR.

The next best thing to producing at home everything that has to be consumed—in this way being supremely independent of outside conditions—is to have in the community's leading and strongest mercantile houses a spirit of something higher and better than sordid love of gain and arrogant display of selfishness. The NEWS is forced to say that Salt Lake City only escapes the latter exhibition today because it has the former class of management in some of its business institutions.

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