

five dollars would do, whereupon he handed her a ten-dollar bill. As he did this, Governor Foster asked Mrs. Garfield if she did not think she was getting a little extravagant in her old age. Grandma Garfield did not see that Foster was joking. She looked at the bill rather doubtfully, and said that she thought she could get along with much less if James thought it was necessary. There was a laugh, of course, and James told his mother not to worry, and that he could easily spare it."

*Frank G. Carpenter*

### WAYNE STAKE CONFERENCE.

The Wayne Stake quarterly conference convened at Thurber, Wayne county, February 29th and March 1st, 1896. Notwithstanding the inclement state of the weather all but the first meeting of conference had a large attendance. On Sunday the house was filled to overflowing. The Spirit of God was poured out in rich abundance. Never before in the history of the Stake were the people attending conference better satisfied and filled more with the spirit of rejoicing. Elder Willis E. Robinson, president of the Stake, was not present on account of sickness. Elder Hans M. Hansen, first counselor to the president of the Stake, presided.

On Saturday morning Elders Hans M. Hansen, Georcen S. Bastian and Bishop Hett E. Maxfield reported the condition of the Stake. The Saints in the various wards have been visited by the presidency and encouraged in the work of the Father.

On account of the ill health of his family, Bishop France C. Micklesen had been released from his labors in the Giles ward, and Levi C. White had been sustained Bishop, with Wm. S. Rust and Elijah Mayhew as counselors.

The brethren spoke with regard to the sickness that had been prevalent in some of the wards during the past winter, and exhorted the people to trust in God and exercise faith in the hour of affliction. Bishop Henry Teeples of Burrville referred to the remarks made by Elder John W. Taylor at the late Richfield conference in regard to the necessity of upholding and sustaining those placed in authority. He said we should not allow our political convictions to interfere with our religion. He also spoke briefly upon the Word of Wisdom.

In the afternoon the Los, Thurber and Teasdale wards were reported to be in good condition by Bishop Benj. F. Brown, Elder Geo. Stringam and Bishop Geo. Coleman. Elder Franklin W. Young reported his labors as a Patriarch and gave a good report of the High Priests' quorum. The subject of revelation was treated on by the speaker. Elder Joseph Eckersley next addressed the congregation on the subject of the healing of the sick. Said that the ordinances of the Gospel are unchangeable.

At the close of the afternoon meeting a general Priesthood meeting was held. The brethren present were instructed in their labors and duties by Elders H. M. Hansen, G. S. Bastian, Joseph Eckersley and F. W. Young.

Sunday morning the Lyman, Cainesville and Giles wards were reported to be in good condition by Elders James P. Knight, George B. Rust and Levi C. White. Elder Joseph Whitehead of Burrville, spoke very encouragingly to the youth, advising them to abstain from all evil habits and to early seek the Lord that they might become men of power in the earth. Elder George Rust addressed the Saints. He spoke upon the blessings that come by attending general conferences, where revelation is given to the Church through the living oracles of God. He spoke with power regarding the necessity of Saints sustaining those in authority, and showed the end of grumblers and those who lift up their voices against the Lord's anointed.

After the forenoon meeting a Seventies meeting was held, when Elders George A. Burr, Christian Baile, Joshua A. Cook and Joseph Eckersley spoke upon the duties of Seventies.

At the afternoon meeting the sacrament was administered. The general and local authorities were sustained. Patriarch Elias H. Blackburn spoke upon the subjects of obedience, the necessity of preserving the health of the body and the great work that lies before us in redeeming our dead. Elder Hans M. Hansen addressed the Saints upon the great work being accomplished in this Stake of Zion. He exhorted all holding positions to live worthy lives that the Saints might be able to sustain them by their faith and works. The subject of tithing was also treated upon by the speaker. Elder Georcen S. Bastian next dwelt upon the evils of card playing and that flow from selling intoxicants to the youth. He made an earnest appeal to parents to set a worthy example before their children.

The singing, conducted by Elder W. W. Morrison, was excellent, and the conference was a time not soon to be forgotten.

A Sunday school meeting was held Sunday night, when timely addresses were delivered by Elders Joseph Eckersley, W. W. Morrison, Seth Taft and H. M. Hansen.

JOSEPH ECKERSLEY,  
Stake Clerk.

### THE RAILROAD PROBLEM.

The railroad question is certainly a problem not easy of solution. Private ownership and management under the supposed control of an interstate railway commission has not proved satisfactorily to either, the stockholders of the roads or to the public. Over ninety roads in the United States are now in the hands of receivers. They are virtually being run by the judicial branch of the government for the benefit of the creditors. When their financial affairs are straightened out they are turned over to private management again. This does not speak very well for private management. We never heard of any of the managers of the roads becoming bankrupt on account of the roads going into the hands of receivers, nor that the roads ever failed to charge all the traffic would bear. The bankruptcy of the roads generally come through extravagance, mismanagement and dishonesty. A road is led at a dozen

points by inside rings who use the road for their own benefit. The public and the stockholders are the sufferers.

The attempted control of the roads by the government has also proven a farce. Excessive rates and unjust discriminations go on just as if there was no interstate commerce commission. It is a well known fact that the chief reason why Salt Lake is not a manufacturing and jobbing point for the inter-mountain country is because the railways discriminate in favor of Missouri river points, and that the Salt Lake shipper is barred out of the territory that naturally belongs to him.

Additional railways do not help matters very much, for combinations are soon formed and there are two railroads to keep up then instead of one. The fact is you cannot create competition in that which is a natural monopoly. Human laws cannot overcome natural ones.

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Since, then, government control is a farce and private ownership is burdensome to the public and in so many cases unprofitable to the stockholders of the roads, the only thing left is government ownership and management. The News has pointed out in a recent issue the difficulties in the way of government ownership. The first is the excessive cost of acquiring the roads. The figures given by the News, however, are greatly in excess of the actual cost and value of the roads. A well known writer on this subject estimates that the bonds of the railroads represent about the actual cost of construction. That the stock and other forms of indebtedness are water and fictitious capital. This would reduce the News estimate to about \$500,000,000.

But even this is a very large sum. It is not to be supposed, however, that government would immediately proceed to buy up all the railroads in case government ownership was determined upon. The change from private to government ownership would be gradual. Probably the first step—certainly the easiest and most desirable one—would be the acquiring of the Pacific roads by foreclosure of the mortgages held by the government. This would require the expenditure of no money for purchase price. The other legitimate obligations of the roads could be paid out of the receipts after they came under government ownership.

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The acquirement of two or three great trunk roads by the government might be sufficient to secure low and impartial rates on nearly all the other roads. Certainly the rates on the government roads would form a basis of comparison which would tend to keep rates within more reasonable bounds than they now are. Excessive rates or unjust discrimination would create a demand for government ownership of roads making such exactions. If the owners desired to keep the roads in their possession they would have to keep their rates within reasonable limits. If they were willing to sell to government they could only get the actual value of the road.

We thus see that government ownership of even a few roads which might be acquired by foreclosure in some cases and through guaranteeing the