

funds for irrigation purposes.

have some person or persons specially representing Utah and her irrigation interests sent to Washington to confer matters in control, so that everything portaining to the subject as it affects our conditions in this State may be ascertained, and our claims be properly brought before that department.

with that which will be accomplished by the Senators from Utah, who are deeply interested in the matter and have done what they could, and will doubtless efforts in the needed direction. But it is necessary that some special efforts be made, in the manner we have here Indicated, and we hope the commission, and those citizens and officials who are associated with them, will see the necessity of some practical action, to bring this important problem to a speedy solution. The Utah lake project is first on the tapis, and we ought to know without delay whether it can be carried forward to success. Don't waste any time!

One of the points covered by the coal strike commission in its report is the cost of the trouble in the coal region, as nearly as estimates on that subject can bo made. It was found that the falling off in shipments for 1902 was 40 per cent of the shipments the previous year cr 22,367,711 tons less. Estimating the decrease for local trade and consumption at the same rate, the total decrease of anthracite mined in 1902 is computed to be 24,604,482 long tons, "which, at the price received in 1901, meant a decrease in the receipts of the coal mining companies for their product at the

mine workers. "Assuming the average wage cost of the coal to be about \$125 per ton on marketable coal, and allowing for the wages paid to engineers, pumpers and others, who remained at work during the strike, the mine employes lost in wages a total of about \$25,000,000." Very nearly two million dollars were received by the miners from the relief fund. This was to these, if it is entered as gain by

tion. The decrease in shipments of the larger sizes in 1902, as compared to 1901, is estimated at 12,420,627 long tons, with an average price at New York harbor of \$4.09 per ton; and with 35 per cent of the receipts charged to transportation expenses. On this estiniate "the decrease in freight paid to the railroad companies on these larger sizes, if it had all been sent to New f19 000,000; and, assuming a freight rate total decrease in freight receipts on have been about \$25,000,000 "



