

operation the public will not get the benefit in lower rates, except as it may be forced from the railways through fear of extreme measures.

Discriminations in favor of large shippers has been the principal means of building up most of our big trusts. Lower rates have enabled them to crush out their smaller competitors until they have built up such a huge business that they can dictate terms even to the railroads. I have no doubt such discrimination will continue to be practiced in spite of the new rate law. In England where a law against rebates has been in force for many years, and where the laws governing railroads are more strictly enforced discrimination is still practiced. It is chiefly through the convenient loophole of "underbilling." That is, shipping goods under one classification when they belong under another. Until recently, and perhaps even now, the Beef Trust underbilled about one-third of the freight it shipped. For instance, dressed beef has a higher freight than lard and other things called "packing house products," so according to the report of the Interstate Commerce Commission, whenever it can it ships its dressed beef as "packing house products." Some way will be found of evading any law when the railroad and the shipper find it profitable to do so. For one thing the railroads always have the smartest lawyers.

This multiplicity of laws, regulations and commissions in a vain attempt to control the railroads simply result in keeping them in politics to control the law making power and they come pretty near doing it. One can't blame them from a business standpoint. All these things interfere with their profits, and that's what the railroads are here for.

The only way to reduce the death roll of the railroads, and give all shippers and localities fair and equitable rates, is for the government to own the railroads; to have them run for the benefit of the people instead of the profit of a few individuals. But they should be operated only under such civil service regulations as will guarantee the employes the same permanency of employment and chance for promotion as is given the postal clerks and the thousands of other government employes now under civil service regulations. Government ownership has proven successful wherever tried. A brief examination of some of these government owned roads will be given in a future article.

N. B. DRESSER.



DEPARTMENT COMMANDER KENT.

The above is a picture of Alfred Kent the newly elected Department Commander of the G. A. R., Department of Utah.

Colonel Kent was born in Bourten, Berkshire, England, 70 years ago, and left his native land for the Golden West in 1855, when only 18 years of age, landing in New York the last day of that year. He tells interestingly of his trip by railroad in those early days on the Amboy and N. Y. R. R. from New York to Philadelphia, Pa.

The "Go West young man" sentiment appealed to him soon, for in August, 1856, he was pioneering in the pine woods of Michigan, near Ann Arbor. Here he relates, he took part in John C. Fremont's campaign when the pathfinder was paving the way for later Republican successes, in his candidacy for president in 1856, incidentally being present at the raising of the first Republican flag in the pathfinder's honor.

He dropped the axe and took up the rifle at the martyred president's first call for volunteers and from '61 to '66 served his adopted country as private, corporal, sergeant and quartermaster on the staff of General J. R. West, commanding 1st Cavalry Brigade, second Military Division of the West, being mustered out at the cessation of hostilities as first lieutenant, Third Michigan cavalry, on Feb. 12, 1866.

After the war he settled in Gonzales, Texas, where for seven years he held the office of postmaster of that city, having been appointed to the office by President Johnson and re-appointed by Gen. Grant.

His health having become impaired he returned to the pine woods and for a number of years engaged in farming in Michigan.

In 1898, he and his family came to Utah, soon becoming actively engaged in matters pertaining to the Grand Army; few meetings of the G. A. R. or the Relief Societies affiliated with that body occurring without the presence of himself, his wife or daughter.

The colonel lives at 474 Second avenue, and is a familiar figure on the streets of the city for the past nine years.

MEMORIAL DAY PROGRAM.

The parade will commence at 9:30 o'clock, and part of the line will be composed of the following: Four hundred United States troops from Fort Douglas; the Grand Army of the Republic; a detachment of the city police, headed by Chief George A. Sheets; All Hallows college cadets; High School cadets; 300 members of the national guard; Indian war veterans; Spanish war veterans; sons of veterans; United States band; national guard band; All Hallows college band; High School band; Grand Army Fife and Drum corps.

Rev. P. A. Simpkin will be the orator of the day, the services to be held in the Orpheum theater, at which point the line of march will break. Pupils from the High School will sing "The Star Spangled Banner," while Mrs. C. G. Plummer and Horace S. Ensign will render "The Flag Without a Stain," and "The Brave Sentinel," respectively.

R. G. Sleater will be marshal of the day, and the portion of his staff so far named will be Henry H. Kinsman, A. N. Jarvis, O. F. Davis, Joseph J. Meyers and John Toohey. Following are the various committees in charge of the Decoration day exercises:

Decoration: Mrs. Lillian Duncan, Mrs. Philip Neder, Mrs. Mary L. Grovenor, Mrs. Agnes E. Pease; program: R. G. Sleater, George B. Squires, Mrs. Mary Dodge, Mrs. E. V. Brooks, Mrs. M. J. Hoge, William Edwards, H. E. Dowey; finance: H. F. Evans, Philip Neder, Mrs. F. L. Hines, Mrs. Margaret Harvey, Mrs. J. A. Carter, Lewis Eddy, Joseph J. Meyers; transportation: R. L. Patterson, Alfred Kent, H. D. Chase, A. N. Jarvis, Mrs. Hattie Owen, Mrs. E. V. Burns, Mrs. Mary B. Lawrence

SALT LAKE ROUTE.

Rates and dates for excursions to various points.

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