

UTAH'S WELFARE IS THREATENED

Efforts of Capitalists to Nullify Supreme Court Decision on Central Pacific-Southern Pacific Vitality Concerns Utah.

That Utah's welfare is threatened is shown in an editorial appearing recently in The Deseret News regarding the effort that is being made by certain capitalistic interests to nullify the decision of the Supreme Court ordering the separation in ownership and control of the Central Pacific and Southern Pacific Railroads. The editorial follows:

The eagerness with which public utilities officials and business men generally of Southern California, Arizona, New Mexico and other sections of the southern part of the country are fighting against the separation of the Central Pacific Railroad from the Southern Pacific indicates unmistakably that the commercial interests of these sections have much to gain from the grouping of railroads which they desire. And it is at all plausible that this gain referred to could be accomplished except at the loss of commercial interests in sections further north? One of the states further north is Utah. It seems self-evident and inevitable that if the southern sections prevail in the railroad controversy that has arisen it must be at cost to the more northerly communities, among which Utah must be counted. The business interests of Utah, therefore, could not be blamed if they entered the fight for a grouping that would mean the routing of traffic, both passenger and freight, over lines that come into their territory. Indeed, it

is surprising that the commercial and industrial interests of this state have not taken up the matter far more vigorously than has been done up to the present time. In a recent decision the United States Supreme Court ordered the separation in ownership and control, of the Central Pacific and the Southern Pacific. The Central Pacific is that line extending from Ogden to San Francisco, with its various branches and feeders. The Southern Pacific has a southern route extending down the Pacific coast, across southern California, Arizona, New Mexico and Texas, to Gulf of Mexico ports. The mileage of this route far exceeds that of the Central Pacific which joins the Union Pacific at Ogden. Now, while it is true that a shipper may, and is, indeed, expected to specify the routing of his consignment it is clearly evident that the employees of a system can, in various ways and by various methods, determine over which route the consignment shall go. And it would be no less than human for them, even unconsciously, without premeditation, to favor the line for which they are working. Nothing less could be expected, irrespective of the integrity and honesty of the railroad officials and the men whom they employ. Briefly, therefore, and without camouflaging the situation, it could be expected that with the Central Pacific joined to the Southern Pacific and its great network of mileage across the south, preponderance of shipments would be deflected over the southern route rather than sent directly across the country by way of Ogden, and the Union Pacific. This,

it is self-evident means loss of traffic, loss of tourist trade and a measure of retardation for the section of country in which Utah is included.

There is no desire on the part of the people of Utah to see anything done that would be to the disadvantage of transportation in general and the development of the entire country; but they do insist that they be given a fair and equal opportunity in the matter of railroad facilities and privileges, so that their own cities and towns can be built up and encouraged in common with other communities in the intermountain section of the West.

STATISTICAL DIVISION— INCOME TAX UNIT

Personal Returns Filed for the Calendar Year Ended December 31, 1920, State of Utah.

The number of Federal personal income tax returns for the calendar year ended December 31, 1920, filed in Utah was 30,510 representing net income amounting to \$82,278,389 and tax (normal tax and surtax) of \$1,506,781.

As compared with 1919, the above figures show a growth of 9,346 in returns filed, as well as an increase in the total net income amounting to \$20,364,953, and an increase in the tax of \$236,238.

The proportion of the population of the United States who filed personal income tax returns for the calendar year ended December 31, 1920, was 6.85 per cent; whereas the proportion of the population of Utah filing returns was 6.79. The average net income per return for the United States was \$3,269.40, whereas for Utah it was \$3,696.77 and the average amount of the personal income tax per return in the United States was \$148.08, while for Utah it was \$49.59.

The growth in the number of personal income tax returns, as well as the expansion in the net income and the variation in the amounts of tax, for the period 1916-1920, for Utah can be visualized from the following table, which shows for each of the years 1916-17-18-19-20, the number of returns filed, as well as the amount of net income and tax reported:

Year	Number of Returns	Net Income	Total Tax
1916	1,259	\$14,281,206	167,688
1917	14,636	45,044,946	1,364,652
1918	18,517	52,454,404	1,347,780
1919	21,164	61,913,436	1,270,543
1920	30,510	82,278,389	1,506,781

MacKenzie's Soliloquy.

At a British church congress in London a speaker made reference to Peter MacKenzie, who was so noted and popular an evangelist among the Wesleyans some years ago. He was famous for his pulpit humor, and on one occasion said of a man with a very wide mouth, "I should think a man with a mouth like that could sing a duet all by himself."

Relative Importance.

"Sometimes," said Uncle Eben, "de guest of honor at a party don't succeed in lookin' near as important as de floor manager."

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NOW THE CRANBERRY "FARM"

New and Successful Industry Has Been Developed of Late Years in the Pacific Northwest.

Shortage in the cranberry crop in other parts of the United States last year has focused attention upon this new industry of the Pacific Northwest, which promises to furnish strong competition for the product of the eastern part of the American continent, as described in Popular Mechanics Magazine. After years of experimentation and selection and the development of artificial growing areas the states of Washington and Oregon have come to the front as producers of cranberries in large commercial quantities.

Lewis and Clark, in the log of their trip across the continent in the early part of the Nineteenth century, mention the fine flavor of the wild cranberries purchased from the Indians along Columbia river. Cultivation of the wild cranberry bogs was not attempted until about thirty-five years ago, and continued in a desultory manner until recently, when a successful means of preparing growing ground was developed.

Preparation of cranberry ground in the Pacific Northwest is an expensive undertaking, the cost being around \$1,000 an acre. A wild marsh is selected, drained by ditches, cleared of trees and brush, then the turf is removed by what is called the "scalping" process, laying bare the peat of the bog. Over the peat is spread a four-inch layer of clean white sand. Planting is the next proceeding. Vine cuttings are used for this purpose and are pressed through the sand into the peat with a dibble or planting tool. The vines are planted ten inches apart, which makes about 60,000 to the acre.

WILL DEVELOP JET INDUSTRY

Company Formed to Work Large Deposits Recently Found in Wayne County, Utah.

What is believed to be the first jet deposit to be developed in the United States is now being successfully mined in Wayne county, Utah, where recently mineralogists discovered the largest commercial body of the mineral known to exist in the world. Singularly, discovery of the jet was accidentally made by a party of miners engaged in assessment work for a copper company. The work of mining the jet began late in the summer of last year and, with financial backing assured, is expected to develop into great proportions.

At the present time the work of mining the mineral is more or less crudely done, but it is the intention of the owners of the decidedly valuable deposits soon to install modern machinery and develop the industry into the largest of its kind in the world.—Baltimore American.

The "Elephant and Castle."

The Elephant and Castle was a famous landmark in South London, England, deriving its sign from the arms of the Cutlers' company. A tavern in St. Pancras parish, London, took its sign from the skeleton of an elephant, beside which was a flat-headed spear, excavated in the neighborhood. The connection between these two relics and the battle fought by the followers of Queen Boadicea against the Roman invaders was unmistakable.

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Cock Crowing Belgian Sport. Cock-crowing competitions are very popular among the working-classes in Belgium. The roosters are ranged in cases, and official markers note the number of crows. The cock that has uttered its shrill cry most times in an hour carries off the prize.

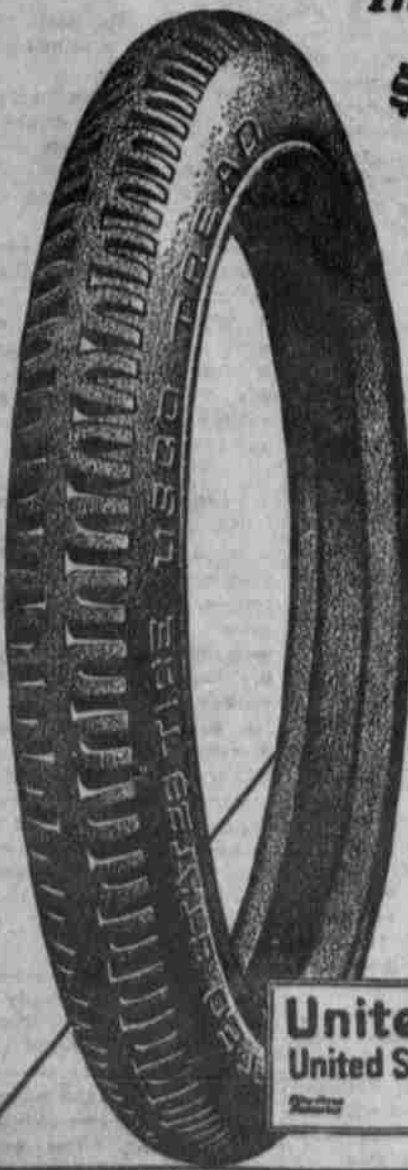
Ever After.

Man originally came before woman but he's been after her ever since.—Chicago American.

Altogether Too Frank. When I was 14, a new scholar came to our school. He was a boy, one year my junior, and he and I fell deeply in love with each other. We exchanged love letters, and he thought that I was the sweetest girl that he ever saw. Everything was lovely until one morning I came to school with one of my eyes all red and swollen and a big sty on it. He looked at me for awhile, and suddenly exclaimed: "You homely beast!" That ended our love affair.—Chicago Journal.

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