

reflection? The dim and misty past reaches forth its pulseless hand from the impenetrable shades of time long enough to clasp that of our fresher and more vital era and sets us to thinking—thinking—thinking! Where will we all be a thousand years from now, and what will we be?

### A BLUNDER HELPS THE LADIES.

A clerical blunder that was at first rather looked upon as a joke, but now proves to be a serious matter for all concerned, is that by which the "lady managers" of the World's Fair have the sole disposal of the appropriation recently made by Congress. The sundry civil bill contained a clause appropriating \$570,880 "to give effect to and execute the provision of section 6 of the act of April 25, 1890, relating to committees, judges and examiners, and the granting of awards." It was intended to give the "lady managers" \$100,000 of this sum to pay for the services of the women jurors, but in the wisdom of the engrossing clerk it has been decreed that the total of \$570,880, "or so much thereof as in their judgment may be necessary," shall be expended by the "lady managers." In the haste attending all proceedings during the closing hours of the late Congress the error was not detected, and the bill as it stands was signed by President Harrison. The autocratic "gentleman managers" who have all along been opposed to the idea of giving the women any independent authority, are thus brought suddenly up standing, or rather to their knees as humble supplicants. According to the letter of the law—if that be considered apart from its intent—the male members of the executive committee on awards, or the executive committee itself, are without authority to appoint a single juror; the woman's board alone can act. It will be interesting to watch how the dear creatures will exercise the authority thus unexpectedly thrust upon them.

### PERILS OF THE DEEP.

Unless something to the contrary reaches us at once, we might as well consider the steamer *Naronic* among the lost. It is now some thirty-two days since she sailed from Liverpool, and so much delay, it would seem, could scarcely be accounted for on any other hypothesis than a complete wreck. Even the fatal disability of her engines or propeller would not of necessity keep her at sea long, as her sails alone would surely bring her into port somewhere. Besides, no vessel that has arrived has seen a sign of her, although a number of them have followed the route usually pursued by her and her companion ships of the same line, two of which, indeed, have reached New York since she became overdue. Hence the conclusion is irresistible that the *Naronic* is no more.

The vessel is a large freight steamer of the White Star line. The fact that she carries no passenger list naturally makes public concern for her safety less acute; but still there are some 70 human beings aboard whose fate may never be known. We are advised that

some of those on the ship are cattlemen or owners of horses, who took passage with their stock, the rest being members of the crew. The captain of the vessel will be remembered as the man who achieved notoriety some two years ago as commander of the *Adriatic*, in refusing to take the City of Paris in tow when the latter vessel was in a helpless condition. For this act he was taken from the passenger and put into the freight service as a measure of punishment. If his vessel should still be drifting upon the Atlantic, how gladly would he avail himself of the succor which he withheld from the City of Paris!

An account reaches us from San Francisco under date of the 6th instant, saying that two deep water ships reached that port after unprecedentedly long (for recent times) and perilous voyages. They were the *Kensington*, 347 days from London, and *Adolph Obrig*, 329 days from New York. Both ships had a stormy time. The old *Kensington*, which was nearly a year getting to port from London, had a very bad time of it. As the vessel was rounding the Horn she was caught in a storm that nearly sent her to the bottom. The foretop mast, top gallant mast, main top gallant mast and all the yards were carried away. The parallels of the main yards were broken, and all the sails on the fore and main masts were carried away. One boat was smashed and two of the others were carried away. About 110 feet of the starboard bulwark was stove in, while another wave carried away the forecabin, covering the board and railing and wrecking the dockhouse. One of the sailors was injured internally through being thrown against the main mast and was sent home from Port Stanley. The ship made for Port Stanley, where it took six months to make the necessary repairs.

The ship *Adolph Obrig* had a still harder experience. In the latter part of July she was caught in a hurricane, and the second mate and two sailors were washed away by the first wave that broke on board. Nearly all the sails were blown away and the cargo went adrift. To make matters worse the rudder head was sprung, and made it almost impossible to handle the ship. The mountainous waves continued to break on board and stove in the deckhouse and smashed a couple of boats. When the gale subsided the ship was headed for Port Stanley. When she arrived on August 9th last the crew deserted, and a new crew had to be brought from Valparaiso before the vessel could proceed.

Eleven months for a trip from New York to San Francisco, and still longer for one from London! Does not this recall the early days with a vengeance?

### THE TURBULENT TURKS.

A dispatch from Constantinople this morning announces that Moslem mobs have taken possession of Caesarea and that they have sacked the stores, robbed and killed many inhabitants and imprisoned a number of Armenians.

The place referred to must be Kalesareen in Asia Minor, an important city with about 5000 Turkish, 2500

Armenian and 500 Greek houses. Conflicts between the Turks and Armenians are frequent in the interior of the Turkish dependencies, where the influence of Europe is necessarily but little felt. The Turks are noted for the despotic rule arbitrarily exercised over their Christian subjects and they are proportionately hated by these latter.

Caesarea, the once famous city of Herod the Great, situated about fifty miles from Jerusalem, is at present little more than a mass of debris inhabited by jackals, snakes and lizards. In the vicinity will be found a few harmless Arab fellahs and Circassians who are pretty well held in awe by the superiority of the Jewish and German colonists who frequently travel between Jaffa and Haifa. Once in a while a mob of Moslem juveniles will attack a traveler with some of the choicest epithets of the Arab tongue and even with rocks thrown from a safe distance, but beyond this the warfare between Mohammedans and Christians seldom goes in that vicinity. Some of the Germans who first settled at Sanora were veterans of old Kaiser's army in France, and the people with whom they came in contact in the orient soon learned that it was not safe to carry on a controversy with these men, who always were prepared to face a foe.

### SUNDAY SCHOOL UNION.

There was an excellent attendance at the Sunday School Union meeting last evening, the Fourteenth Ward Assembly rooms being well filled with interested Sabbath school workers. All the city schools were more or less numerously represented, except the Third, Fifth, Sixth, Ninth, Sixteenth and Twenty-third. The schools of Brighton, Deaf Mutes, Farmers' Ward, Forest Dale and Union were also represented.

Supt. T. C. Griggs presided.

The excellent musical exercises were given by the Seventeenth Ward Sabbath school, under the direction of Brother Lester Merrill.

The opening prayer was offered by Elder Charles Wright of Plain City, general missionary of the Sunday School Union.

The first number of the program was a very interesting class exercise given by a portion of the Deaf Mute Sabbath school, conducted by Elders Charles Barrell and Laron Pratt, on the Articles of Faith and the first principles of our religion.

The exercises were well and promptly given by the pupils, showing an aptness in comprehension by the young people and patience and perseverance on the part of the instructors.

This exercise was followed by a humorous recitation given by signs and actions only, by Mr. Joseph Olorenshaw, which might be called, as it had no title, "The Lovers' Troubles."

Elder J. H. Parry presented the following comparative Sunday School statistics for Salt Lake Stake, taken from the complete report for 1892:

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| Total number of Sunday schools.....                        | 51     |
| Increase.....  | 4      |
| Total enrollment of pupils.....                            | 10,349 |
| Increase over year previous.....                           | 1,261  |
| The greatest increase being in the wards outside the city. |        |
| Total number officers and teachers.....                    | 898    |
| Decrease.....  | 8      |