

to what the people have the privilege of doing if they wish, the whole truth may be conveyed.

### RAILWAY DISASTERS.

Sunday, July 12, has added two more to the list of railway horrors—the accident on the Visconsin Central at Chicago, Ill., and on the Chicago and Northwestern at Logan, Iowa. In both cases Sunday excursion trains were the victims, and in both there was carelessness or forgetfulness on the part of railway employees. By the failure of trainmen to obey orders, scenes of joy were speedily transformed in occasions of deepest sorrow, and a terrible grief was carried into many a home.

It is vain to offer any suggestion at this time as to the adoption of means to prevent the recurrence of such horrors. The railway companies do all they can to avert accidents, so far as can be done in the making and enforcing of regulations, and when those regulations are disregarded or forgotten, there seems no way to meet the exigency but to punish the careless individual who manifests forgetfulness, in the hope of making other employees more careful and thoughtful. By the rigid discipline which railways enforce to preserve their property from destruction, we can hope that the number of accidents may be reduced to a minimum, but yet there remains much of risk on the failings and shortsightedness of humanity.

There is one feature of the Logan accident, however, which will not bring to the road on which it occurred that consideration which otherwise might be expected for an efficiently operated railway system. This feature is the boorishness displayed by the railway officials after the accident. Basing their action on the expressed theory that the accident was a railway affair, and did not belong to the public, the railway refused to allow the use of its telegraph lines in the ordinary manner to transmit information of the disaster to the public through the medium of the press, or to permit reporters to ride on a train to the scene of the accident. The theory set forth by the railway people is itself wholly untenable. The railways are public carriers, receiving vast benefits as quasi-public corporations, and when there occurs an event by which the property of others than the railways is destroyed, or human beings are injured or killed, the affair becomes public business. It is no longer a matter that belongs to the railway, but to the public whose interests are directly affected.

This matter is something that interests the general public far more than the newspapers. The latter give the news as early as it is obtainable; and in the case of such accidents it should be obtainable to the public immediately on their occurrence. In both instances on Sunday the railway companies were seriously at fault. In one case there was a long delay in notifying officers of what had occurred, and in the other there was an unjustifiable discourtesy in attempting to prevent the public from learning just what had happened.

The procedure in these cases is by no

means uncommon. In fact, upon some roads it is more than a railway employee's situation is worth to give information concerning an accident on the line where he is engaged, except upon judicial inquiry. In some places this procedure has led to legislation which compels railway companies to post notices of accidents and make immediate reports to public officers of every mishap that brings injury to life, limb, or property. In the distressing circumstances of Sunday the efforts to withhold information of the accidents were nothing less than a cold-blooded disregard of the needs of those who were victims and of their friends, as well as of the rights of the people generally. Such awful disasters are too bad of themselves without the added feature of unfeeling discourtesy.

### THIRTY THOUSAND PERISH.

Almost a month ago the telegraph brought news of a fearful disaster in Japan, by which 30,000 people lost their lives, 12,000 houses were swept away, whole towns wiped out of existence, and an untold amount of property destroyed. Detailed news of the catastrophe, so far as such may be available, now comes to hand. It was on June 15, and the people of numerous towns along the coast were celebrating the "boy festival." Suddenly there was an earthquake shock, followed by three or four others, not severe. This was about 7:30 a.m. Half an hour later a booming sound became audible from the direction of the sea. Some thought it was the noise of a coming gale, others that it was a huge wave in the offing, and still others that it was a school of whales. In each of the little towns the noise was attributed to various causes. But the tumult increased, and in a few minutes became as the deafening din of a park of artillery. People were terrified and rushed inland; but they did not go far. In less than half an hour from the time the first noises were heard, high mountains of water hurled themselves over the land with terrific force. Three vast waves swept inland, and then retired. Five minutes was sufficient for the actual work, but in that time the living population of the northeast coast of the main island had been reduced by the number stated.

A few people escaped in most of the towns, but the majority were taken. For instance, at the town of Kamakishi, out of a population of 8,557 death had overtaken 4,700 and 500 were wounded; 1,080 dwellings were swept away. In the village of Futatsuki, only 100 persons escaped death out of a population of 790, and only two houses out of as many hundred remained standing. At Yamada, 700 houses out of 900 were destroyed and 3,000 persons out of 4,200. At Tani, 250 houses were swept away out of 289, and 1,103 persons were killed and 82 wounded out of a total of 1,206. In the Kissen district, one town and eleven villages attacked by the wave had 6,880 persons killed and 1,560 houses washed away or wrecked. At Hongo, the whole hamlet of 150 houses was annihilated and the sole survivors were a party of men that happened to be playing "Go" in a temple situated on high ground. In

the prefecture of Iwate, where 36 towns and villages on the coast were visited by the wave, 25,413 persons were killed and 6,799 wounded out of a total population of 104,771. The figures given up to the date of the official report show 29,073 dead and 7,737 wounded, many of the latter beyond recovery.

If this awful event had occurred in our own land it probably would have struck the stoutest heart with terror. As it is, it may be passed over lightly by many people; but taken in connection with the catastrophes that are occurring in this country, it should bring to mind the undeniable fact that prophecies concerning the judgments of the last days are being fulfilled. There are earthquakes in divers places, great and disastrous storms, the sea heaving itself beyond its bounds, desolations by fire and flood, by land and by sea, until "men's hearts are failing them for fear of that which is coming upon the earth."

### LONDON AND SALT LAKE.

Black and White is the name of one of the best illustrated weekly papers in Europe. It is published in the British capital, and is the great rival of the London Illustrated News. In its issue of Saturday, July 4, Black and White devoted a page of fine illustrations to Salt Lake City and vicinity, evidently taken from a book of views issued by an enterprising Salt Lake. The illustrations include a general view of the city, also pictures of the Eagle Gate, the Temple Block, the Tabernacle, Municipal Buildings (city and county building), and other places of note, including The Baths, by which is meant the great pavilion at Saltair. The paper has no attempt at description, except the following paragraph:

On the next page will be found various views of Salt Lake City, the home of the Mormons, which was recently admitted into the American Union. The history of the place and its peculiar community is familiar to many who know nothing at all of the district. From these pictures it will be seen that the city itself is magnificent, and that many of its surroundings are as interesting as the customs of its founders.

Black and White's statement of the admission of Salt Lake City into the American Union is not a slip of the types, but an illustration of the imperfect knowledge concerning this locality, even on the part of a great paper. There seems to be no conception of the fact that Salt Lake City is but the capital of the State of Utah which was admitted to the Union, and which is larger in area than England, has hundreds of cities and towns, and is inhabited by those who in civilization, intelligence and the virtues of a Christian people are the peer of any community on earth. Black and White is a good place to get some work in, showing, in a non-sectional spirit, the magnificence of Ogden, Provo, Logan and other cities in common with Salt Lake. If this were done, with information pertaining thereto given in concise form such as the paper could allow space for, in time there would be less real truth in Black and White's "bull" that the history of this place and its people "is familiar to many who know nothing at all" about