

each car is an electric motor from one hundred to seventy horse power, and the speed will be as high as thirty miles an hour. The power to work the trains, and with them the accessories of signals and light, is the same, and generated from a single point on the system. The whole runs upon an "overhead railroad," or continuous bridge of iron. That is not, however, the essence of an electric railway, though the lightness of electric rolling-gear makes such an arrangement cheap and suitable for the purpose.

The two electrical lines now contemplated are short and confined to the west of London, one being designed to run from Shepherd's Bush to the city and the other across Hyde Park to Paddington. But if the suburban lines could be made to center at some common point, such as Earl's Court in the west, meeting a city traffic conducted solely by electricity, the gain in comfort and convenience to the traveling London public could hardly be overrated. Instead of hundreds of steam locomotives, exhaling gases which do not support life, and are so far injurious to life and adding to the din, which is an almost greater agent in London wear and tear than foul air itself, the traffic would be inodorous and inaudible. The ease of stoppage and lightness of the trains are both guarantees of safety, either in preventing or mitigating accidents, and with greater safety secured, the number of trains run would be increased. With such advantages in its favor, it cannot be long before the electrical motor supercedes the steam engine for urban traffic, and the success of the Liverpool railroads will in every sense be London's gain.

Even the staid *St. James' Gazette*, in a recent issue, has a word of approval for the cable-car. It says:

A large double-decked tramcar gliding along the street at a smart but changing pace, without any apparent means of propulsion, is a sight which, however familiar in some provincial towns and in America, is rather new to Londoners. The sensation to the pedestrian who suddenly observes the sight for the first time in the midst of his constitutional is somewhat eerie; and if it is a little mysterious and creeping to men, what must it be for the horses, a good many of which are seized with an urgent desire to put as long a space as possible between themselves and the uncanny machine. It ought to be, but perhaps it is not, superfluous to explain that those are cable-trams, and that the sight we have suggested is now to be seen every day between Kennington Church and Streatham Hill, the regular running of the cars having commenced on Monday. Hitherto the only cable-tramway in London has been that at Highgate Hill, which dates from 1884; but somehow the method seems not to have taken the fancy of the London tramway companies—perhaps because they looked askance at the initial cost. There is an airy coming-race sort of look about a tramcar hauled by cable which is pleasing to the esthetic sense. The passenger's feelings are no longer harrowed by the knowledge that every stoppage means a nail in the horse's coffin, nor are his senses of sight and smell violated by the hideous snorting monsters called steam trams.

DEATH OF COLONEL SHEPARD.

The altogether unexpected announcement of the death of Colonel Elliott Fitch Shepard came over the wires last evening. He was a few months less than sixty years of age, which to a man of regular and temperate habits like himself meant that he was about at life's meridian, certainly not much

beyond it, and he seemed to be in the best of health; so the news was a great surprise. The colonel had been editor of the *New York Mail and Express* for several years and it must be said to his credit that he made it much more of a newspaper than it was before he took hold of it. One peculiar and quite original innovation of his was the publication of a few lines from the Scriptures at the head of the editorial columns every evening, not as a text of course but to impart an air of reverence and sanctity to the paper. He was a son-in-law of the late Cornelius Vanderbilt, was a Republican of the most extreme views and possessed of considerable wealth; that he was strictly moral and disposed to be charitable goes a long way toward making his record as a whole a good one.

A CHANCE FOR RECONCILIATION.

The News is in receipt of a communication in which exception is taken to certain comments in a correspondence from Laketown, Rich Co., Utah, which appeared in this paper on the 7th of March under the caption, "Interesting news of doings in and about Laketown." Particular offense is taken at the statements concerning the arrest and trial of a prominent citizen for permitting the overflowing of the streets; a trivial controversy it would seem from this distance, and yet one which has evidently created much ill-feeling in that peaceful and beautiful town. Realizing this, and feeling how inappropriate it would be to ventilate in a public print so unfortunate a dispute, the News eliminated the greater part of the first letter, and made use of such part only as seemed to make direct statements of fact. This same motive impels us to decline the second letter altogether. Its excessive length precludes its use in full, and, since a careful reading of it fails to show wherein any misstatement was made in the article to which it objects, a synopsis would subserve no useful purpose. The main complaint appears to be that the first narration didn't go back far enough into the history of the case; that our "correspondent" might have explained" thus and so; and that the court and prosecution were too severe, if not, indeed, in error, in the conviction secured. We must be excused from engaging in a wordy warfare of that kind; this, too, with the best of feelings to all concerned and with the sincere belief that the "prominent man" referred to is a good and worthy citizen, and that other means than arrest and fine might well have been sought to remedy the evil complained of.

Our advice to the people of Laketown and all other places where Latter-day Saints ought to be living in harmony and brotherly love is to keep as far away from litigation as they know how; at any rate the less averting they permit themselves to get out of such business the better. The more we think of the case in point the more we feel like apologising all round for having given it any notice at all in our columns.

THE TRANS-MISSISSIPPI CONGRESS.

The 24th of April next will be a great day for Ogden as well as something of an occasion for the Territory at large. On that date delegates from all the trans-Mississippi states will assemble there as a congress and confer together regarding matters affecting the welfare of the whole district and each part thereof. The governors have each the appointment of ten delegates and are themselves, *ex officio* members of the congress; while each county is entitled to one delegate to be selected (in Utah) by the selectmen; and the mayor of each city has authority to appoint one for each 5000 inhabitants or fraction thereof, so that Salt Lake would have about 12, Ogden 4, Logan and Provo and perhaps Park City and Spanish Fork two each and all others one each. In addition to these all commercial bodies, as chambers of commerce, boards of trade, etc., have the right to appoint as many delegates as their respective mayors have and all transportation companies may send one each.

If all these shall be appointed and attend—and certainly the great majority will—the gathering will be an immense one. That due care will be taken to send capable and representative men we are well assured and that from their deliberations much good will come can be readily understood. Let our Territory, as the one in which the Congress will sit, see to it that not a man out of the number to which she is entitled in that body, is missing; we have great interests at stake, and by this commingling of ideas and association of affairs having a similar origin and a common aim, our own and our neighbors' welfare can but receive a mighty impetus.

Ogden is preparing to receive the delegates as she usually does such things—grandly. There is not a more hospitable or wide-awake city in the West. That the reception of and care for the Trans-Mississippi Congress will not be the least of her many credit marks we may take for granted.

A BOOK of old English folk-lore gives the following as the plan pursued by maidens to discover their future husbands: "At bedtime, having fasted since noon, two girls who wish to obtain a sight of their future husbands hold an egg, which must be the first egg ever laid by the hen, in a pan in which no egg has ever been boiled before. Having hoiled it till it is hard, they cut it in two with something that has never been used as a knife before. Each girl eats her half and its spell to the last fragment, speaking no word the while; then, still in silence, they walk backward to bed, 'to sleep, perchance to dream.'" In order to guard against any failure on the part of the dream, it was only necessary, we assume, to eat enough of the hard-boiled eggs.

A WELL known business man was arrested on State street yesterday for indecent exposure.—*Tribune*.

The poor man was doubtless only disrobing preparatory to attempting to swim across the street.