

The early history of Utah discloses many instances of speed and endurance on the part of horses, and skill and toughness on the part of riders, that deserve mention when such subjects as the foregoing are under discussion. Who has not heard of the famous ride of Captain Egan, in 1857 or 1858? He covered the 750 miles between Carson Valley and Salt Lake City in seven days and a half, rode the same mule all the way and carried his bedding and food—a performance that was probably never surpassed, if indeed equalled. "Jim" Andrus could doubtless tell of some swift trips between St. George and this city, a distance of 337 miles. Ephraim K. Hanks was a long distance rider and a fast one. So were H. J. Faust, Joseph A. Young and others. "Charlie" Decker when superintending the building of mail station improvements on Bear River 85 miles distant, had his carpenters all strike for higher wages one morning; he went out to the pasture, got up "old Bawley"—one of the greatest horses of his day—saddled and mounted him, the load being thus about 200 pounds, and rode into Salt Lake City before sundown, in time for his brother-in-law, Fernmor Little, to get a fresh lot of workmen before dark. Next morning Decker and "Bawley" started back, for a time keeping alongside of the pony express—which changed horses every few miles—and at last leaning out and leaving it because it went too slow! They reached the station long before night—170 miles with one horse during the sunlight of two days! Of shorter but swifter journeys—twenty miles per hour, say—N. A. Empey, LeGrand Young and many others can speak from experience. "Dick" Ashby on the famous horse "Runaway Roan"—purchased from and doubtless stolen by the Sioux—covered the fifty miles between Salt Lake and Provo in three hours and thirty-three minutes. He could have made it easily in three hours even, if he had not unsaddled at American Fork, taken a fresh horse, and ridden out a mile or so and then returned for "Roan" because his new mount wasn't good enough. Heber P. Kimball rode a four-year-old colt the ninety miles between Logan and Salt Lake in a single day; and the writer of these lines once rode 128 miles in twenty hours in the dead of winter—a little piece of the way through snow so deep that he hardly made a mile an hour.

Columns could be filled with the recital of similar experiences and records. The News thinks some of them ought to be published, and will gladly do its part if reliable information can be furnished. Enough has already been given, however, to show that the much advertised cowboy race from Chadron to Chicago is not anything so very wonderful after all.

MAY HE LIVE IT THROUGH!

The British premier is in his eighty-fourth year and his friends are becoming apprehensive as to his ability to hold out till his Ireland-for-the-Irish contract shall have been completed. On the first Tuesday in September of next year, the people of the united kingdom will make the great trial,

that being the time set for the adoption of the new constitution. This seems a long time to wait for a man who many years ago passed the allotment, but he seems less apprehensive regarding it than many others, and yet all know that he is most desirous to leave no part of his life-work to be carried out by his friends, that is as to its completion, for its practical application and maintenance will of necessity be altogether in other hands.

As is suggested by the *Edinburg Review* for April, Mr. Gladstone's interest ends with the passing and does not touch the working of the bill. The difficulties to which it will give rise, will not be difficulties for him; the dangers that it will inevitably cause he will never be called upon to face. "There is, therefore, no check on that blind optimism, on that absolute belief in the efficacy of his own legislative proposals which sad experience has taught an ever-increasing portion of the British people to distrust and to dread." Mr. Gladstone has evolved out of his own mind a new constitution, and no one doubts the sincerity of his conviction that, unless it is prevented by wicked men from becoming the law of the land, a new era of peace, of good will, and of prosperity, will dawn both on England and Ireland on that happy morning of September, 1894.

Asking what is the fundamental idea of this constitution the *Review* proceeds to show that it is the portentous principle that the people of the United Kingdom form, not one nation but two nations, and that upon this foundation their political institutions must be constructed and developed. It is claimed but not conceded that history, that geography, that conditions of race, that the circumstances of the present age—in short, that facts past and present prove the fallacy of the theory of Irish nationhood which has always been asserted by "Irish conspirators," and which is now the claim of Irish professional politicians on both sides of the Atlantic. "At what time and in what respect were the inhabitants of Ireland ever accounted a 'nation'?" the *Review* asks. "Does history record the existence of a national polity? Was there ever an Irish flag, an Irish fleet, or an Irish army? Did Ireland send its ambassadors to foreign nations, or receive at its own capital the representatives of foreign sovereigns? It is quite certain that by no other nation has Ireland ever been considered a 'nation' at all, and that, even within the confines of Ireland itself, there have never been found those marks and characteristics which invariably accompany actual 'nationhood.'"

This is narrow, if not contemptible, and not at all germane to the subject which the usually able *Edinburg* periodical apparently set out to discuss—things that are to be, not those that have not been; and its conclusions are mainly incorrect, too. None of the circumstances named, and least of all that of geography, are against the proposition of separate Irish nationality; but, in the language of Lady Macbeth, "What an' if they were?" Gladstone does not propose to nationalize but to disenthral, not to separate but to bring nearer together, and just about nine-

tenths of the people in the freest and most progressive and most enlightened nation on earth—meaning our own—are wishing him Godspeed.

THE MILITARY MEASURE.

As our readers have already been informed, a second ballot will be necessary in a great many districts to determine whether or not the Emperor William will have a majority in favor of his army bill. However it may eventuate, one thing is definitely determined—the German people are aroused to the dangers, follies and extravagancies of militarism and if they are induced to flock together as contending partisans in upholding the scheme of their sovereign it is more because they have as much dread of socialism triumphant as they have of the emperor supreme. It had probably settled itself in their minds as a choice between expensive armed preparation for a foreign foe and an internal contest with those who number among their principles the overthrow of most of the things that are.

What a bill of expenses does this disposition to control a situation by force of arms entail upon the people where it is practiced! Nowhere is it more extensively resorted to than in Germany, and nowhere is there more loyal submission under protest—protest which, as we may see, is becoming louder and more widespread. It is a dangerous signal which William would do well to take note of. The subjects of the czar are also oppressed and over-ridden, but they are more ignorant and therefore less to be dreaded than their neighbors to the west if ever the disposition to resist should manifest itself.

Speaking of the European situation generally, a writer in the *Russian Viesnik* of St. Petersburg shows that for the last two decades the nations of Europe have been sighing under military oppression. In consequence of the triple alliance a war between Russia, Germany, and Austria has been conjectured. In a pamphlet by an anonymous author, "Anti-Samaritanus, or, from Berlin and Vienna to St. Petersburg and Moscow," some doubts have been suggested of the power of Germany and Austria to conquer the Russians. The writer then proceeds to look at the military or war-power in Europe. Since 1860 all nations of Europe have been ready for war. The first storm broke over Austria in 1866. Then Napoleon III began to reorganize his army. According to the project of Marshal Niel, the army on a war footing ought to amount to 800,000 men and the national guard to 600,000 men. In August of the year 1870 the French army amounted to 1,500,000 men, while the Germans had at the same time 1,183,000. In 1875 Bismarck intended a total annihilation of the French but was held in check by Russia. And, ever since, the Germans have been increasing their military power. What Prussia did in this respect, was imitated by the other European countries.

The military power of Germany is shown to have increased since 1859, 55 per cent, that of France at the same time 54 per cent, that of Russia only 14 per cent. In these years Russia