

unhealthy sentimentality which is vicious in its every tendency. It is against this that all the moral and intellectual power of philanthropists in all nations today is turned. One of that not too numerous class, the Russian Tolstoi, has tried to fight it by works which in some instances have been repudiated and set aside in certain circles because, while aiming at the correction of such evils to society as romantic infatuation, his method and text were themselves considered prurient if not indecent. That their effect was to stimulate instead of curtail the vices depicted may be well believed without in the least denying that they were intended as a case of like curing like, and that they have undoubtedly accomplished some good. But if such books shall come under the ban, how much more necessary is it that against the flash publications which appear in many of our street windows the firmest opposition should be reared and maintained! Publications that are not only immoral in themselves but have a tendency, if they do not actually incite, to crime, by making sinful indulgences appear as harmless diversions and by stripping lawlessness of as many of its objectionable features as possible!

The freedom of the press may not be too autocratically restricted, yet there is surely law enough to prevent true liberty taking the form of license to poison the human mind. But after all, the surest safeguard lies in the home influence and the early parental watchcare. The enforcement of the law against the publishing and sale of salacious, suggestive and immoral books, and against their transmission through the mails even, may be invoked to the uttermost; and yet the evil will only be half remedied until parents begin to pay more attention to the reading matter supplied to or obtained by their boys and girls, and until purity of thought, act and association is inculcated as of equal importance to moral health with pure air, food and drink to the physical.

PROGRESSIVE EUCHRE

"Don't Know" writes for information and states his case as follows:

Not being posted in such games I am unable to decide in my own mind whether progressive euchre, when indulged in for prizes, is an offense punishable by indictment and fine in Utah; doubtless you men of the press, who ought to know everything, can enlighten me.

The following clipping from an Indiana newspaper would seem to indicate that in Hoosierdom progressive euchre played for prizes is an offense:

"The grand jury now in session delivered to its bailiffs the names of fifty of the most prominent society ladies and church members at Columbus and ordered that they be brought into its presence to tell what they know about the playing of progressive euchre for prizes. There is great excitement in the city."

The laws of Utah are not so strict as that. As we look at it, progressive euchre is as much an offense when played for "progressiveness" as when played for prizes; it may not be an offense either legally or morally considered, strictly speaking, but its tendency is in that direction.

PACIFIC ANNEXATION.

Commissioner Blount, accompanied by his wife and a secretary, passed quietly through the other day on his way to the Sandwich Islands as the representative of the United States government. They arrived in San Francisco on Monday last and proceeded at once to the U. S. steamer *Rush*, which was in readiness for them. Within about an hour after arrival there they were bounding through the Golden Gate headed for the little inter-Pacific kingdom, so it can be seen that no time is being or is to be wasted; the islands will be annexed or an authoritative announcement that they are not to be annexed made in very short order, comparatively speaking. Whatever protest against or opposition to the scheme Great Britain may intend to make she had better be in readiness for; for if the commissioner's report should be favorable to annexation it strikes us that the thing will be consummated so expeditiously that there will be no time for the "ruler of the wave" to get a hearing.

Speaking of this suggests the steps which the English have taken lately towards extending their dominion in the South Sea. In a recent work we find the following list of islands in the Pacific ocean annexed by England in 1892: Early in the year, the captain of H. M. S. *Champion* took possession of Johnston Island in the name of his government. This is a small island on the southern edge of the Sandwich Island group; when the Hawaiian secretary of state learned of its annexation by England, he at once entered a protest against the act, claiming the island to be Hawaiian, and adding he had no doubt the British government would immediately give it up as soon as it learned the facts. It is quite superfluous to say it has done nothing of the sort and it would be quite as much so to say that it has no such intention. About the same time, H. M. S. *Cutacoa* annexed three small islands north of Samoa or England. On May 28, Gardner Island, one of the Sandwich Island group, lying north of the principal islands, was annexed by the same ship. A landing was not made here because of the dangers of the coast, but the proclamation of annexation was made as close to the shore as a cutter dared to go and two natives were present to listen to it, to one of whom a copy of the document was delivered, along with a Union Jack. On the 2d of June Danger Island, one of the Union group, was annexed by the same ship, in the presence of 500 natives and shortly after Nassau Island of the same group. In September the Gilbert Islands, an archipelago about 3000 miles to the northeast of Australia, were annexed by Captain Davis of H. M. S. *Royalist*. This was the most important annexation of the year, as this group of islands contains 2500 inhabitants, who carry on a considerable trade with Americans and Europeans. The American influence has heretofore been predominant with the king and inhabitants of Butaritari, the main island, and when Davis began his negotiations for the annexation of the group he was told by the king he was expecting someone from San Francisco to come and take charge of it in behalf of the United

States. The captain would not be denied, however, and he succeeded in inducing the king to accept a protectorate, which ripened into annexation, and in the same month Ellice Island, lying between the Gilbert and Fiji Islands, was placed under the British flag.

With such a record for petty nation stealing we hardly think our English cousins should make themselves too conspicuous regarding Hawaii, no matter what we may do or not do.

CABLE AND ELECTRIC CARS IN ENGLAND.

The English newspapers are beginning to awaken to the advantages of the cable and electric systems for street railways. Heretofore such innovations have not only not been favorably regarded by the steady-moving Englishman, but have been vigorously opposed as dangerous Yankee contrivances. An underground electric railway in South London two years ago may be considered the first blow toward breaking down the prejudice against the system; though it was a long time before the people would give it any amount of patronage and even yet there are many who flinch shy of it. The cable railway in North London has been operated along for several years under difficulties of lack of patronage by the public, so that an extension of the system was never made.

At Leeds, the Thompson-Houston company obtained permission to put in a three-mile experimental electric line from the limits of the city out to Roundhay Park, along a route where there was comparatively little traffic. The road was built and has been operated for the past two years as smoothly and perfectly as the best sections of the line in Salt Lake. But the Leeds municipal fathers insisted that steam power was more easily controlled than electricity, and that the electric motor could not see as well as the slow-going horses to avoid collisions in a crowded thoroughfare; so up to the present the electric railway company have had to keep outside of town, because of inability to obtain a franchise within the corporate limits.

In Liverpool, where the dock and shipping officials are in closer touch with America than in other English ports, because of the large amount of ocean traffic, a franchise was given along the line of docks to an overhead railway, to be operated by electricity; but this line was permitted to go no farther than Sefton Park. A portion of it is to be opened for traffic on the first of next month, its operation having been recently tested. The great London newspapers have withdrawn their opposition to the new motive power, and some of them are ardently advocating it for the metropolis. One of them, the *Spectator*, in an article on the Liverpool railway, says:

In size and power, as well as in the ingenuity of its details, it surpasses the best American models. It extends along the quays of the great line of docks on the Mersey for nearly seven miles. Its carriages are of full size, not arranged like a tramcar, but like the ordinary passenger car of the United States, each being in two compartments and capable of seating fifty-seven persons. Beneath