

silver question just now, because it would complicate it and perhaps damage it materially, we prefer not to agitate the matter but leave our friend to indulge in a theory which is not likely to materialize. He has made some excellent points in favor of "free silver," and we commend them to the attention of all who are interested in this vital subject.

A WHOLESOME OPINION.

CITY ATTORNEY HOGE has given his opinion in relation to the suit brought by the municipal corporation in the name of E. R. Clute, ex-assessor and collector, against Zion's Benefit Building Society. Mr. Hoge takes the position that the suit cannot be maintained, and cites authorities in support of his view. We believe the opinion is sound law, and the society against whom the suit was planted is to be congratulated at what is now inevitable—the withdrawal of the case. The taxing of the association was evidently improper in the first place, as it is eminently beneficial in purpose and effects. The levy, as we understand it, was made upon mortgages held by the society for loans issued to stockholders—almost invariably workmen. The borrowed money was immediately used for the creation of new taxable property, in the shape of residences. The levy upon the mortgages given as security was therefore a double taxation. The officers of the society give their services free, with the exception of the secretary, who is paid merely for clerical labor performed by him. The Benefit Society has accomplished a great deal of good. Through its agency numbers of people who could not otherwise have been in so desirable a position, are living in their own homes. The organization has also been a public benefit, having contributed in no small degree to the building up of the city.

UTAH WEATHER-CROP NOTES.

DIRECTOR SALISBURY's report for the week ending May 6th, 1892, states that though the growth of crops has been retarded by cold and storm, yet no decided injury has resulted. Small fruit and early vegetables were slightly injured in some places by frosts on the 4th, 5th and 6th.

In Box Elder county storms prevailed the whole week, but grain and lucerne were helped by the rain. From Rich county frost on the 3rd, and seven inches of snow on the 5th, were reported. Ranges, hay and grain, were benefited by the rain, but serious lack of sunshine is noted. In Weber county crops are not yet all planted. The week was remarkable for heavy rains, slight hail storms, and cold piercing winds.

Davis county reports stormy weather with crops slowly growing. Salt Lake county crops backward, but promising. Utah county crops retarded by cold, blustery weather though with an abundance of rain.

In Juab county the weather has been described as more like the first week in March than that of May. Lucerne will

be two weeks later than usual. In Sanpete crops are looking good. In Sevier frosts on the 4th, 5th and 6th slightly injured small fruit. In Iron county high winds and frost prevailed. Fruits slightly injured but grain growing well. In Washington county the first crop of lucerne was out a week ago.

CRUMBLING COURT QUARTERS.

SOME time ago a good deal of fault was found with the condition of the premises occupied by the Federal court in this city. The defects, which were probably far from being as great as represented in some quarters, were rectified, and not much has since been heard on the subject. The following, from the *Chicago Mail* of May 9th, will impress the fact upon the minds of our readers that the Federal premises in the "Queen City" are also not up to the necessary mark by an inch or two:

"Henry Lee, one of the janitors who keep Judge Gresham's courtroom and chambers in order, came near being a victim of the crumbling federal building this morning. When he reached the third floor early this morning he found a newly-opened crack over the door of Judge Gresham's chambers. He unlocked the door and just as he passed into the room the heavy window sash over the door, weighing thirty or forty pounds, fell to the floor with a crash, scattering glass in every direction. An examination of the door showed that the settling of the building had spread the door frame, leaving the ventilator nothing to rest upon. The great iron stretcher across the top of the door is now only held by a small piece of iron screwed onto it to hold it up.

"When Judge Gresham reached his chambers this morning and saw the break he was a disgusted man. Several lawyers coming in he proceeded to show them what a wreck his room was. 'Here,' he said, taking hold of the marble mantel, 'this thing is almost ready to fall.'

"The judge scarcely touched the marble slabs, but that was enough, and three great slabs on the right side of the mantel toppled over on the floor, making a terrific racket. 'This end of the building seems to be going to pieces,' observed the judge quietly; 'but the whole structure is a fraud.'

"The break over the door of the judge's chambers severed the electric light wires, and the linemen were unable to make the connections this morning."

WORLD'S FAIR LABOR TROUBLES.

THERE was trouble connected with the construction of buildings on the World's grounds last Monday. The iron-workers on the manufacturers' building had struck. The contractors—the Edgemoor Bridge and Construction company—engaged the services of gangs of workmen in New York, Baltimore and Pittsburg, who were soon on their way to Chicago. The squads from the first two cities named were induced, by the strikers, on their arrival, not to go to work. All the arguments brought to bear upon the new men from Pittsburg failed to have any effect in causing them to take a similar course. The strikers and their sympathizers became very threatening in their manner toward the Pittsburg squad, who were in two railroad cars, and a bloody riot seemed imminent.

The call was made for police protection. Inspector Hunt responded, in person with two patrol wagon loads of men, and arrived none too soon. Just as the wagons dashed into sight the crowd made a rush for the cars and shouted their ultimatum to the frightened men inside. The police got to the ground just in time to drive back the angry strikers. The first demands to maintain order were unavailing and a charge was necessary. Slowly the angry workmen fell back and kept at a respectful distance from the cars, while the police emerged from the struggle with John J. Flynn and Edward Wilcox, two of the leaders, who were placed in the patrol wagon and sent to the station.

Fortunately no more serious personal injuries resulted from the rum-pus than a number of ugly scalp wounds, inflicted upon some individuals in the crowd by the clubs of the officers. It came very close, however, according to the statements of the *Chicago Journals*, to being a very serious affair.

THE INMAN LINE AMERICANIZED.

ON the 2nd inst. a bill granting American registry to Inman line steamers passed the House of Representatives at Washington without opposition. The bill went to the Senate, and on the 9th Senator Frye, of the Committee on Commerce, presented a unanimous report in favor of immediate consideration. The bill proposes to make the "City of Paris" and the "City of New York" American ships, just as much as if they were built in this country. This means that the Inman commercial flag is to be transferred from England to America, and in future Inman line steamers will be built on the Delaware, and not on the Clyde. The bill was passed on the application of the Inman company and on condition that two new ships be built immediately in this country.

The movement is causing considerable irritation in England. Mr. Ismay of the White Star line (rival) brought the matter before the Royal Labor Commission, in session on the 4th, in London, and stated that, in his opinion, it was an attempt to recruit American shipping with the help of the Inman line.

Sir Michael Hicks-Beach said the departure was a daring one on the part of Americans. He confessed himself unable to see how it was possible to Americanize ships flying the British flag and enrolled in the British Naval Reserve as armed cruisers in the event of war. In his opinion complications must inevitably result, and the matter will be brought officially before the Board of Trade. Then the Admiralty must take action, for an American vessel can not also be registered as of the British Naval Reserve.

It is no secret on this side that the U. S. Navy Department endeavored to obtain these vessels during the Italian controversy, and again during the Chilean imbroglio. The British Government, in view of these facts, has withheld the special subsidy for mail service for nearly a year, amounting to \$105,000. If the "Paris" and "New York" now hoist the Stars and Stripes