

murder would seem to be a forced and unreasonable one; however, shortly after, comes a contradiction of the whole story and this one circumstance reveals how great as well as how desperate an interest is taken in the proceedings.

The "girl," as she is called, is thirty years of age, an active church member, fairly educated, and with a past life whose record, so far as known, contains nothing disgraceful, certainly nothing at all suggestive of a nature so fiendish as the act with which she is now charged and of which she is soon to be adjudged guilty or innocent. She has many friends who are interesting themselves in her case and who will hear of nothing unfavorable to her. Altogether, however it may stand and whatever may be the outcome of the trial, it constitutes a chapter of horrors almost without parallel. It is said that Miss Borden exhibits no signs of distress, and this does but add to the prevailing complication; if guilty, it means callousness and a marvelous faculty of self-control; if innocent, it shows an ability to govern the feelings and a spirit of composure in the presence of the most cruel martyrdom such as are absolutely mystifying. What can it all mean?

RAILWAY DISASTERS AT HOME AND ABROAD.

There has been a marked falling off in the number of railway accidents in the United States the past year or two, especially in the western country. It is not so very long ago since "The Daily Disaster" was a headline common to most newspapers, and it had reference to the railways only, its appropriateness being unhappily exemplified most of the time by the occurrences themselves. It got to be so bad that a long railroad journey was looked upon by the one proposing to make it as taking his life in his hand, and so indeed it was. "One extreme follows another," they say, and it would seem to be so in this case.

In other countries the American has a reputation for being "fast and furious;" for conceiving of great enterprises in a night and putting them through in a day, and the conclusion reached is that when so much haste and so little consideration are employed in the larger undertakings, there must of necessity be some portions at least of the work that are faulty and slipshod, while its operation after completion is characterized by the same alleged reckless haste, want of care and determination to crowd right through at whatever cost, hence the appalling array of casualties coming so close together. The writer heard an Englishman who had just returned from a visit to his native land comparing the railway system there with that of our country greatly to the latter's disadvantage; such a thing as rails spreading over there, he declared, was unknown, because the tracklayers made haste slowly, and when a rail was laid it was there to stay, while a collision was quite impossible—the trains moving on a system which is never departed from on any account.

Whether the hurry and carelessness

have shifted from one side of the Atlantic to the other, or whether railway accidents are at times inevitable no matter how much care is taken, of course cannot be stated because unknown; but certain it is that with only a fraction of our mileage and with the advantage of shorter runs and a more populous and even country to run through, our British cousins went sadly to the fore in the matter of serious casualties last year as well as the one before. The published reports of accidents in the United Kingdom in 1891 gives the number of persons reported to the Board of Trade as having been killed from all causes in the working of railways during the year as 1169, and injured 5060. Under the latter head all injuries are included, even those of a trivial nature. Of the number killed 103 were passengers and 549 servants, and the remainder "other persons"—i. e., trespassers, suicides, and persons who were passing over level crossings. Of the injured 1612 were passengers, 3161 servants, and 287 other persons. In addition, the companies have returned 79 persons killed and 6440 injured from accidents which occurred on their premises, but not connected with the movement of railways. The total number of passenger journeys, exclusive of journeys by season ticket holders, was 845,463,668, or 27,719,622 more than in the previous year. Calculated on these figures, the proportions of passengers killed and injured during the year, from all causes, were one in 8,208,885 killed and one in 524,481 injured. In 1890 the proportions were one in 6,940,034 killed, and one in 600,840 injured.

When differences in mileage and population are taken into account, the foregoing does not make our side of the case look quite so bad as it did in comparison with that of our friends across the water.

ELECTION OF SCHOOL TRUSTEES.

The following letter from Messrs. Ferguson and Cannon so completely answers a query on the same subject recently addressed to the News that its publication in these columns will serve as a direct reply to our own correspondent:

Editor Deseret News:

We have been requested to answer the following questions:

First—What school trustees are to be elected at the coming November election?

Second—In precincts that have more than one school district where shall the election of the school trustees of each school district be held?

Answer to First—All school trustees except in cities of the first and second classes, shall be elected at the coming November election, and shall hold office from the first day of January, 1893, until the first day of January, 1894, and until their successors are elected and qualified.

Answer to Second—The trustees now in office shall give twenty days' notice of the time and place of holding the election for school trustees. The place should be within the school district electing the trustees.

Respectfully,

JOHN M. CANNON,
and BARLOW FERGUSON.

The matter is of considerable importance and should receive the attention

of such trustees as have imagined there was a conflict in the authorities on the subject. Judge Sutherland, whose opinion was also asked by the News, promptly answered that there was no conflict—the trustees are to be elected.

AN UNWILLING WORLD.

Whether or not the experience of Elder Walter W. Williams, now laboring in the Durham and Newcastle conference of the British mission, may be quoted as that of the Elders generally, it is worthy of note as showing the indifference of the people on matters religious, in that particular region at least. On the occasion of a conference which was to be held on September 25th, himself and associates caused two thousand hand bills to be printed, giving the place and hour of the meetings, stating that all seats would be free and that there would be no collection, and cordially inviting "all lovers of truth to attend." These they judiciously distributed, some being enclosed in tracts left at residences and others being placed in the haunts or houses of people of the vicinity. The appointed time for the meetings came; and as a result of their advertising they report the attendance of one stranger.

Elder Williams could not refrain from contrasting this showing with the condition as he remembered it in the same locality about a quarter of a century ago. There was no difficulty then in obtaining an audience, nor in finding, at every meeting, some inquiring minds whose search for truth led them to a further investigation of the principles the Elders presented.

Speaking generally, a similar comparison might be made with reference to every part of the British mission and indeed to every other locality where the Gospel was preached twenty-five years ago and has been preached continuously ever since. It is natural that during such a length of time the field should have been pretty thoroughly gleaned. It is also true that the tendency of the present generation is not towards, but away from, the principles of religion. It would be idle to expect, therefore, the same results that followed the first introduction of the Gospel among these communities; at least until by superior faith on the part of the Elders and the operation of the spirit of the Lord upon the people, there shall be an awakening from the apathy and unconcern in which the world is plunged.

Yet who is there with sufficient inspiration or sufficient boldness to declare that the work is all done, the blood of Israel all gathered out? While even one stranger can be induced to attend the meetings and listen to the testimony, is there not encouragement to continued exertion? We think so, and so think all the Elders who with patient zeal and uncomplaining fortitude leave home and friends to bear the message of salvation. It is over the one sinner reclaimed, the one lost sheep found and brought into the fold, that there is rejoicing among the Saints on earth and the angels in heaven. The Elders throughout all the missions of the Church, in this country and in foreign lands, need never be without the con-