

pulpit, the political machinery of the commonwealth and diplomatic agencies are all made use of, *ad maiorem Dei gloriam*. And as far as our country is concerned they have a perfect right to do all they can in this direction. As long as the Catholics keep within the law, nobody can properly interfere with their propaganda. Even if they should succeed, finally, in gaining the control of every state in the Union and of Congress and convert free America into a Catholic domain, they would have accomplished on y what, under the Constitution, they are at liberty to endeavor.

At the same time non-Catholics have just as much right to resist, with all lawful means, the propaganda having such a result in view. And opposition it will surely meet. One of the fundamental principles of this government, and one which is recognized as vital for the integrity of American institutions, is that ecclesiastical and political affairs shall be kept separate. This is thought almost impossible where the Catholic is the ruling church, since the chief pontiff claims to be the viceregent of God on earth, the instrument through which all power, including that of kings, emperors, presidents and parliaments, is imparted. It may be true that the progress of the age has divested the Roman church of much of her medieval notions and claims. Yet, it was only in 1875, less than twenty years ago, that Pius IX from his seat in Rome issued an edict condemning certain laws in Germany, where he had no jurisdiction whatever, as null and void, virtually releasing the Catholics of that country from their obligations and causing a series of rebellious struggles against the government. With this example and such possibilities in view, opposition must follow.

That the Catholics are preparing for a bold, far-reaching policy in this country seems to be more evident than ever, and further developments will be watched with much interest.

### THE STORM'S WORK.

The aerial leveler was abroad in the land on Thursday last, but seemed to act with some discrimination, as in places no unusual commotion was observed, while in others damage running well up into the thousands was done. Ogden seems to have been a heavy sufferer, nearly all the large trees in Lester Park and some few elsewhere having been either prostrated or so bent over that they are not likely to survive, while many houses were unroofed and miscellaneous mischief generally prevailed. In this city the breeze was pretty stiff and the joints of frame houses in places creaked ominously every now and then, but no actual disasters are reported, and best of all there was no loss of life or injury to person anywhere so far as heard.

The appearance of the park spoken of is an object lesson showing what power there is in the elements when once lashed into a fury. And as it is to add to the mystery of the situation the wind came directly from the overhanging mountains almost perpendicular and at least a mile high just east of the city. These natural defenses have certainly suffered a serious impair-

ment in their reputation by reason of Thursday's performance, it being shown that under certain (but unknown) circumstances the shield may become a sword and without previous warning. It seems to be well settled that even moderate eminences close at hand forbid the advent of cyclones or other storms in which spirality is a feature; but whatever be their height, if serrated or cavened they will brew windstorms which are visited violently upon the people below.

Our winds have not harmed us much; we question if all the harm they have done added up even approaches in quantity the good that has been done through their agency. Still air and still water stagnate, and if they do not engender they certainly receive and retain infections and microbes which a brisk movement might resist or carry away. And when we recall that awful tragedy or series of tragedies enacted by *Æolus* on the Atlantic coast last week and contrast them with the worst storms we ever had, something approaching an estimate of our favored condition can be formed. The wind is always a terrorizing agency, but surely all the terror created hereabout is a trifling matter and scarcely worthy of consideration in the presence of eastern devastations.

### DON'T GO.

The News has a very emphatic but mildly intimated "don't" for those of our people who have in contemplation the acquisition of a homestead in the Chetokee strip. That part of the public domain is highly favored in some respects, but its drawbacks and dangers more than offset all the good qualities and the settler, if he lived, would soon find this out. The general topography of the country is unfavorable to drainage, and thus vast swamps abound, breed malaria and keep the air poisoned throughout the warm season at least; fever and ague are the natural and almost universal result, and to add to the discomforts of the situation pestiferous and dangerous insects abound.

The soil is represented as being very productive in places, corn and many other staples and most of the fruits growing luxuriantly. Doubtless there are other natural advantages, but as before suggested these are overcome and negated by the hardships to which the settler is subjected. A gentleman of this city who spent three days there in the month of September three years ago advises us that the thermometer during the daytime indicated a temperature of 122 to 125 degrees! Surely those who have been either born and reared or acclimated here could not long stand such awful heat as that, and it is a reasonable conclusion that the summer months would be even worse. In addition to all this, the country is overrun with murderers, horse-thieves and desperadoes, adding greatly to the risks to be run.

Let our young men and others who have Oklahoma or its approaches in contemplation take these things into consideration and then give themselves the benefit of a sober second thought. It is always easier to get to a new place than to get away from it, and the

chance of wanting to get away should always be a feature in arriving at a conclusion.

### THE DEADLY RAILROAD BRIDGE.

A few years ago railway disasters were of such frequent occurrence that telegraph editors got to heading news of that kind with the two words "the daily," these conveying the meaning as fully as a more elaborate caption could have done. It looked as though carelessness had become the rule and carelessness the obscure exception, until the public became so irritated and threatening that better safeguards were provided, more attention was given to tracks, bridges and employes, and for a year or so great calamities have been reduced to the minimum. The tragedy at Chester, Mass., however, opens anew the chapter of horrors and again places the popular mind in a state of nervous apprehension.

It seems that no less than thirteen persons were killed outright and twenty more or less seriously injured. The manager of the road on being questioned gave this reply: "According to the best information we have received, pending the legal investigation, the accident was due to the carelessness of the bridge repairers." We are thus shown that the terrible responsibility for the killing, wounding and maiming, and for jeopardizing the lives of a whole train load of trusting passengers, is placed in these few words by the Boston & Albany railroad company, through its authorized representative in the person of the general manager. They are as curt as they are unsatisfactory.

It has become an old but not always a heeded lesson that there is need of never-failing and never-ceasing care in the control of railroads; in the case of the Boston & Albany company it seems to have been utterly ignored. It is shown that the bridge was not strong enough to support a locomotive as heavy as that which was drawing the ill-fated train; but was it not somebody's duty to know this and knowing, to act on this knowledge? If an engine were to explode through an over-pressure of steam, it would scarcely satisfy the public to say that the boiler could only carry so much and more than that was generated; yet of such is the return in the Chester case.

The Boston *Herald* says the attention of the corporation appears to have been called to this, and efforts were in progress to strengthen the bridge, but in the meantime too much reliance was placed by the engineer who ran the train upon the bridge at Chester. A fearful result followed. The corporation has paid the penalty of its own confidence in the loss of probably a half million dollars; but the sacrifice of life is immeasurably more important. Nothing can atone for this, or cure the anguish of those who have been bereaved by it. The Boston & Albany railroad is said to be one of the most carefully managed railroads in the country, but it is shown by this accident that all its precautions were still insufficient, which alone forfeits its good reputation, since it is not enough that vigilance be exercised