

held on the San Francisco sandlots, where there had gathered several hundred men who had arrived recently from the East in search of work, but had failed to find any. About three hundred of the number banded together to make a move for New Orleans, and organized by selecting as captain a young German named Adolph Hein. They secured a quantity of supplies from sympathetic tradespeople and then headed for the Southern Pacific ferry.

The superintendent of the ferry declined to permit them to go on the boat without first paying fare, and they grew boisterous. The majority were from sixteen to thirty years of age, and there was among them a sprinkling in whose faces the hard lines indicated that a resort to violence would not be looked upon with disfavor. The men got mad and threats of taking the steamer, tearing down the ferry house and burning the wharf were unrestrained. At this juncture a captain of police arrived, and finding that he was powerless to resist the demands of the men, secured an order for their transportation across the bay. Thus by paying the boat fare the city got rid of the three hundred and the police avoided a prospective conflict.

This proceeding on the part of unemployed men banding together to travel across the country bodes no good to the inhabitants of the smaller towns enroute. While the better element among them has control and they get things measurably their own way, there may be no damage done. But when the rougher class of restless laborers or the members of the tramp fraternity get into the way of occasionally traveling in organized bands, as will be the case when the unemployed work the scheme successfully, the looting of towns and villages will follow in the ordinary course of affairs, and a system of pillage that is not second to Greek or Italian brigandage is liable to be instituted in the more sparsely settled portions of the country. The tendency in this direction will bear watching.

ELECTION AFTER-THOUGHTS.

The News this evening has a few words to say by way of congratulation to the people of Salt Lake City. By the word "people" in this connection, we mean every honest, legal resident, whether property owner or tenant, whether old or young, rich or poor, male or female, white or black, red or yellow; whether "Mormon" or "Gentile," Jew or infidel; whether Democrat or Republican, Liberal or Populist. We invite them all to accept this greeting and join in the hope for the welfare, success and prosperity of this fair city.

The Citizens' ticket made up without regard to politics or religion, and sustained from the same willingness to sink personal differences to promote the common weal, secured a noble victory. Everybody ought to rejoice at this triumph of principle over partisanship. If the men elected on this platform shall prove as sincere in the discharge of their duty as their constituents were in the discharge of theirs, it will not be many

weeks before the most unrelenting of their present opponents will feel that yesterday's work was well-intended and most excellently done; the soreness of defeat will be relieved, and all parties and classes will join in applauding the uprising that resulted so happily.

As to the newly chosen officials, the News trusts they will enter upon their duties with a full sense of their responsibilities, with no old grudge to settle and no personal friendships to reward. As representatives of the whole people they should cherish no animosities and should shun the bestowal of public largesses for private favors already received. In so far as they are guided by prudence, justice, energy and progression, this paper will support and aid them, and they will have the approval of all good citizens.

As there will probably be justification proceedings on the part of the victorious side—this referring not only to the result as to this city but also as to the legislative election throughout the Territory—we repeat what we have already said on a similar occasion. There is nothing in these elections and their result for anyone uproariously and insanely to gloat over. There is neither manhood nor taste in unseemly joy over the defeat of an antagonist. Magnanimity is always becoming as a crown for the victor. Fair and stoutly contested campaigns are honorable, but insults heaped upon the vanquished after the struggle is over are unmanly and barbarous. It must needs be that one side or the other should lose; but it does not follow that the wound of defeat should be poisoned and made to fester and rankle by satirical and exultant after-thrusts. After all, the contestants are fellow-citizens, and the patriots are by no means all on one side. If rejoicing there must be, let it be in moderation and sobriety as befits sensible men, and generous and considerate as becomes a high-minded antagonist.

ELECTRIC CAR MOTORMEN.

The verdict of the coroner's jury in the Portland, Oregon, drawbridge disaster finds that the motorman of the electric car to which occurred the accident that cost eight lives was grossly negligent in his duty. Had he been watching the bridge as he knew he should have been, the car would not have gone into the river; had he not been going faster than the authorized speed, the car might have been stopped even after the awful danger was discovered. But the motorman had disregarded both rules, thus bringing about the terrible result which was narrated in our dispatches last week.

The occurrence of the accident referred to suggests that in Salt Lake there is danger of one of equal magnitude, though not of precisely the same character, with electric cars unless the motormen conform strictly to the rules prescribed for their work. A few minor mishaps have occurred recently, and in one or more it was by good luck rather than good management that more serious results than there was necessity of recording did not occur. In each of these accidents there was blame attached to some one.

We have no intention to intimate that the motormen on our electric cars are not careful, painstaking men who understand their business. The majority of them are known to be such, and are as earnest as men can be in their efforts to serve their employers and the public in courtesy and with fidelity. But this rule is not universal with employees of either of the two large companies here. An instance occurred in each of two directions two or three days ago in which there was good opportunity for serious accident so far as the railway employees were concerned.

One of these instances was on a car running south from the city. "Do not talk to motorman" is the rule, but in this case the motorman turned his back to the direction in which the car was going at a good rate of speed, and for not less than two minutes engaged in conversation with a passenger in the car. The other passengers, seeing this, experienced sufficient apprehension to gaze intently forward along the track lest some vehicle should cross and a collision follow; but fortunately all went well.

The other case happened on a car going north from the center of town. Besides the motorman there stood on the front platform two young men. One of these engaged in a scuffle with the motorman, there being not less than four "scuffles" in a distance of four blocks, to the great annoyance, to say the least, of a number of uneasy passengers. In this instance it may be said that the motorman did not seem to invite the advances of the other, but the passengers would have felt much safer if the young man who was performing the antics had been required to leave the car or go inside and take his seat.

These two illustrations of how the danger of accidents is increased are not alone by any means. They are only samples of numbers of such. Men become accustomed to running on the cars in safety, and sometimes one or another motorman feels that everything is all right and relaxes his vigilance. Then it is that accidents occur. It seems that it would be advisable for the managers of the electric car companies to call their men together occasionally and remind them of the necessity of being watchful at all times when they are operating cars. The present would be an opportune time for such warning, as quite a number of acts indicating lack of care have been observed and reported of late.

OVERWORKED POLITICS.

Every American citizen, be he Democrat or Republican, who has the true spirit of liberty in his heart will hope that the defeat of Maynard, as anticipated in the dispatches from New York, will prove correct. If the officious part which Senator Hill has played in his behalf does not result in finally shelving him also along with Maynard, it will be because cunning knavery counts for a vast deal more in the politics of the country than it ought to do.

Maynard will be remembered as the deputy state attorney of New York who in 1891, as has been charged and not denied, abstracted from the office of the controller of the state the