

the experiments in that line have been utter failures—so emphatically so, that the ages, so far as history can decide, have united in pronouncing the assassin, in whatever capacity you may use him, a common enemy to the race.

Let it be understood that the whole of the West would rejoice to have President Cleveland assassinated, and there would be no difficulty in finding a practiced hand for the job. In the under stratum of society there is always a willing candidate for that sort of employment. If it were not so, there would be very slight need of a President or a Congress. It is this groveling idea of brute force, lurking in the hearts of men, which makes governments necessary. Civilization through a common necessity has instituted jails and gibbets to take care of such people, and we are disposed to think that honest men would be better satisfied with themselves if this principle of self-protection were extended with greater alacrity to the pusillanimous element that stands afar off and points the victim, while the more ignorant cut-throat uses the knife. If there is any difference in the true relations of the two elements to society, we should say the finger-post assassins are the more dangerous of the two.

There seems to be little occasion to illustrate extensively a proposition so unmistakably infamous as the one in question. But there are evidently a few irresolute minds in this neighborhood who, as the world generally moves, would swoon at the thought of murdering anybody by deed or thought, but who have permitted their convictions on the silver question to work too thoroughly upon their feelings. They would be shocked at the sound of their own voice calling aloud for the murder of the President of the United States, but will listen with patience if not secret pleasure to the raillery of a garrulous buffoon whose imaginations if he could only realize the fact are as deeply saturated with the spirit of assassination as was the slayer of Abraham Lincoln. For the benefit of such a person as well as that of his audience, let us take the case which his covert insinuations clearly advocate and carry it to its natural and consistent ending. If it is proper for him to anticipate and condone the assassination of President Cleveland for the constitutional exercise of his opinions on the silver question, it would be perfectly proper for him or some less cowardly villain to do the deed—an act which he is performing with his mouth. And if it is proper to kill Cleveland for the exercise of these opinions, why is it not proper to administer the same condign punishment upon the heads of others who do likewise? There are a number of citizens in Salt Lake, for instance, whose honor and integrity have never been questioned, and whose judgment, education and experience have made them the pillars of society on all other questions touching the welfare of mankind, but who declare without reserve that if Grover Cleveland would sign a free silver coinage bill he is not fit to be President. According to the logic of the bloodmongers who have suddenly sprung up among us—though happily not in any great number—it

would be a proper act for some patriotic and zealous thug to prowl into their offices during some extraordinary wave of silver excitement and plunge a knife into their backs.

Without mentioning any names, we may say there are as enthusiastic advocates of free silver coinage in this city as there are anywhere. The most intelligent of them have constant access to certain newspaper columns. We would like to learn whether they think the above course would be a proper performance? We trust the answer in the negative will be so clear and emphatic that we shall not hear any more of this cant about assassination from men who make it the endeavor of their lives to pretend high zeal on financial questions.

SAFETY ON STEAMSHIPS.

A correspondent refers, in the NEWS of the 2nd inst., to the speed that is attained by ocean steamships between New York and Liverpool, by which the regular time of mail between the last named city and Salt Lake is eleven days when the two new Cunarders, the Campania and Lucania, are performing the postal service. The regularity of the fast steamships is often commented upon as remarkable, and their evenness in making trips either way is none the less so. As an instance of this may be cited a trip of the Cunard vessels Etruria and Urania. One left New York and the other Liverpool at the same hour. Both recorded 3500 miles traveled and both reached their destination on the morning tide of the seventh day, the Urania being ten minutes later than the Etruria in casting anchor.

There have been many fears expressed regarding the great danger connected with increasing the speed of ocean passenger vessels; while among people who reside far from the seaboard there is an idea of imminent peril of loss of life in crossing the sea. Concerning the latter view statistics show the proportionate loss of life is less on passenger steamships than passenger railway trains.

Regarding the suggestion of increased danger with an increased rate of speed, the record shows that in the transatlantic traffic since the introduction of steam as a means of propulsion for ocean-going vessels, the quicker ships go the less accidents there are, so that the recent reduction in the time across the Atlantic and the further attempts in this direction are not a cause of apprehension to travelers.

Transatlantic steamship traffic was established in 1838, and from that time till 1879 there were 144 steamers of all classes lost. Of these, twenty-five never reached the ports for which they sailed, and the cause of their loss is unknown; ten were burned at sea, eight went down in collisions, three were sunk by ice, and the others were stranded or lost from various causes. Many of these were small, but some were of considerable size, and their loss caused much public feeling.

The first that disappeared was the President, which was never heard of after she sailed in 1841. A Cunard steamer, the Columbia, was wrecked by running ashore in 1843, and it is

notable that this was the only Atlantic steamer lost in thirteen years after the disappearance of the President, a fact that speaks volumes for the quality of the workmanship of the shipbuilders and engineers and the skill and care of the navigators. In 1854 the City of Glasgow, with 480 souls on board, was never seen or heard of after she sailed, and in the same year the Arctic, of the Collins line, was sunk by a collision and 582 persons perished. Two years later another vessel of the same line disappeared with all on board. The Austria, of the Hamburg-American line, was burnt at sea in 1858, with a loss of 471 lives.

Some of the most striking losses since the last named year were the City of Boston, of the Inman line, which disappeared in 1870, with upwards of 200 persons on board; the Atlantic of the White Star line, which ran ashore in 1873, causing the loss of 560 lives; the Ville du Havre, of the French line, which was sunk by collision in the English channel, and 230 persons were drowned; the State of Florida, sunk by collision with a sailing ship; the Cunard liner Oregon by the same cause with a coal schooner; and the Anchor liner Utopia, run down in the Mediterranean by a British man-of-war, when 582 persons were drowned.

There is shown by statistics a great decrease in the number of accidents and losses during what may be called the modern period of steamships as compared with the earlier, and especially with the transition period from sailing ships to steamships. The year 1890 has the most satisfactory record of recent years, for, notwithstanding all the risks involved, there were nearly two thousand trips made from New York alone to various European ports and nearly 600,000 passengers, inclusive of 372,000 emigrants, carried without any accident. Each subsequent year since then has been marked by a disaster, in each case to a slow boat. The Inman and Cunard lines, running the fastest steamers afloat, have a record of three years without the loss of a passenger, each line having carried more than a million passengers during that time.

MAY BE DANGER IN IT.

The dispatches a few weeks ago brought news of unemployed men en route from California east, taking forcible possession of a railway train in Texas and running it to suit their own convenience. Another and larger party of the unemployed are now making their way eastward from the Golden state, by the southern route, to New Orleans, and unless the railways permit them to ride on freight trains the Texas episode is liable to repetition on a more extensive scale.

These men left San Francisco on Monday night, and by Wednesday had made half the distance through southern California toward the Arizona line, which they expected to reach by the end of this week. They were keeping in a body as had been agreed at the outset, as in that condition they are better able to enforce their demand for food in the small towns and transportation on the railways.

The start was made from a meeting