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SUGGESTIONS TO OUR LEGISLATORS.

The Legislature is setting wisely in getting down to practical work so early in the session. A great number of bills have been introduced, possessing more or less of merit, and there will be ample time to consider them carefully before passing upon them. A few good measures, necessary for the welfare of the Territory, will be much better than a mass of legislation hastily prepared and enacted. The people will not judge of the Legislature by the quantity, but by the quality of the laws it enacts.

We take the present opportunity to suggest to the Assembly that among the amendments necessary to our present laws, is one concerning the vexed question of estrays. At the session of 1890 an act was passed concerning trespassing animals which, it was thought at the time, would be sufficient to meet the wants of the agricultural and stock-raising interests, and do away with objectionable features in the estray laws. But experience has shown that it is insufficient. Farmers are still subject to trespass for which the law makes no adequate provision. Some of their grievances are these:

Owners of land in a common enclosure do not always respect each others' rights. For instance, a holder of a farm surrounded by other pieces of land enclosed by a common fence, when he has removed his crop of hay not fitted his land, may herd animals upon it or pretend to do so, or turn them loose upon his portion of the field, to the imminent danger of damage to the adjoining crops. The law provides that an action at law may ensue against the owner of trespassing animals, or the aggrieved person may take up the intruding animals and care for them till the owner can be notified. But all this is open to serious objection, entails great trouble and some expense before a remedy can be had, if at all, and suggests that an ounce of prevention is worth more than a pound of cure.

Another grievance is that animals may run at large in regions where tracts of land are cultivated for farming, and may break down fences and commit damage, and redress is very difficult to obtain. Sometimes wire fences are cut purposely to let them in, or by men riding through fields for convenience, and running animals under and crops are injured. Their owners may be hundreds of miles away, and recovery of damages is a forlorn hope. One more grievance is, that there is no person, outside of incorporated cities and towns, who is authorized by law to keep and care for animals taken up by the owners of improved property trespassed upon, make complaint and see that the law is complied with.

It seems as though the law might be reasonably amended in these particulars. First, Make it unlawful for any owner of land within a joint enclosure to either herd or allow animals loose within that enclosure while there are standing or ungathered cut crops on any portion of it. Second, Provide for the taking up of trespassing animals, and their care, and the necessary legal proceedings by a poundkeeper or such officer as may be designated, in every precinct, the same as in towns and cities.

It will be seen that the provision in Section 3 of the present act, page 93 of the laws of 1890, does not cover the ground of complaint. All the trouble, expense and care devolve on the person who is damaged by trespassing animals, and in the case of a lone woman or poor man, or any person who is unfamiliar with the law, great hardship ensues and there is little chance of a remedy.

Will some of our legislators from the rural districts examine the law, look into these grievances, and introduce either a good estray bill or the necessary amendments to the present statute? If they do they will earn the gratitude of a great many of their country constituents and perform good service to the Territory.

THE CHANGED CONDITIONS.

Among the many evidences of the changed conditions in Utah, is the unanimity with which the press of the Territory commend the message of Governor Thomas to the Legislature. It is something altogether unique for "Liberal," Democratic, Republican and "Mormon" papers to unite in praise of a gubernatorial message. It is also a new departure for the Chief Executive to present so voluminous a document without saying something offensive to some portion of the people of the Territory. This time we have a business state paper free from rhetoric, abounding in good suggestions and breathing a spirit of fairness, conciliation and desire for the general welfare which is very pleasing to all classes of the community that wish for the common good. That the "conditions are changed" can no longer be disputed, and the saying must cease to be received either with disbelief or with derision.

WHAT NEXT?

The following paragraph appears in the Salt Lake Tribune of this morning, at the close of an editorial on the Utah bill. It needs no comment except that it is one of the most striking among the many proofs that Utah is undoubtedly under "changed conditions":

"We hope some one friend of Utah in Congress, during the session, keeping an eagle eye upon the pages of the Record, will note from this bill what he is to pass in the closing of any one who can intelligently combat it, will introduce an enabling act, calling a Constitutional Convention, at some time in the future, to draft a Constitution to be submitted to the people, and if it carries, then to ask for statehood in a manly, honorable way, and not advertise to Congress, under the guise of a desire to serve the Mormon people, that after all they are not to be trusted for a moment; that in short the sentiment of the Territory is not the Territory is prepared for statehood, as he things not. For they are doing just as well as possible; things are all coming out right, the change is going on, the Territory is prospering, and there is no occasion in the country to obtain a line on the Territory to needlessly insert this whole people."

DEATH OF CARDINAL MANNING.

In the death of Cardinal Manning, Archbishop of Westminster, which is announced in the dispatches, the Roman Catholic Church has lost one of the ablest and most industrious exponents of its faith in its history. He was son of the late William Manning, M. P., merchant of London, and was born at Totteridge, Hertfordshire, July 15, 1808. He was educated at Harrow and Balliol College, Oxford, where he graduated B. A. in first-class honors in 1830, and became fellow of Merton College. He was for some time one of the select preachers in the University of Oxford, was appointed Rector of Lavington and Graffham, Sussex, in 1834, and Archdeacon of Chichester in 1840. These preferments he resigned in 1851 on joining the Roman Catholic Church, to which he entered the priesthood, and in 1857 founded an ecclesiastical congregation at Bayswater, entitled the Oblates of St. Charles Borromeo. The degree of D. D. was conferred upon him at Rome, and the office of Provost of the Catholic Archdiocese of Westminster, Protonotary Apostolic, and Domestic Prelate to the Pope. On the death of His Eminence Cardinal Wiseman, Monsignore Manning became Archbishop of Westminster, June 3, 1865. Dr. Manning wrote four volumes of sermons and other works before 1851, since that date "The Grounds of Faith," 1852; "Temporal Sovereignty of the Popes," three lectures, 1860; "The Last Gleries of the Holy See Geuler than the First," three lectures, 1861; "The present Crisis of the Holy See tested by Prophecy," four lectures, 1861; "The Temporal Power of the Vicar of Jesus Christ," 2nd edit., 1862; "Sermons on Ecclesiastical Subjects, with an introduction on the relations of England to Christianity," 1863; "The Crown in its Council on the 'Essays and Reviews' a letter to an Anglican Friend," 1864; "The Convocation and Crown in Council; a second letter to an Anglican Friend," 1864; "The Temporal Mission of the Holy Ghost, or, Reason and Revelation," 1865; "The Reunion of Christendom; a Pastoral letter to the Clergy," 1866; "The Temporal Power of the Pope and its political Aspect," 1866; "The Centenary of St. Peter and the General Council," 1867; "England and Christendom," 1867; "Ireland's Liability to Evil Laws," 1868; "The Œcumenical Council and the Infallibility of the Roman Pontiff; a Pastoral Letter to the Clergy," 1869; "The Vatican Council and its Definitions; a Pastoral Letter," 1870; "Petri Privilegium: Three Pastoral Letters to the Clergy of the Diocese of Westminster," 1871; "The Fourfold Sovereignty of God," a series of lectures, 1871.

Cardinal Manning was held in high public esteem, by people of all shades of opinion. This regard did not rest upon the greatness and futility of his office, but the excellent qualities of his heart. He was not only a distinguished ecclesiast, but a great philanthropist. This was indicated by the interest he took in inaugurating and assisting measures for the relief of the poor and distressed. On this account he had great influence with the masses of the English people, who in times of trouble applied to him to intervene in their behalf. He was appealed to no longer ago in this connection than last winter, at the time of the mammoth labor demonstration in London, with which the military interfered.

A friend informs us that he listened to a discourse delivered by the Cardinal in 1874. On that occasion he reviewed the political and general situation of Europe, which then appeared dark and threatening. He attributed the perplexed condition to the "apostasy from the apostolic church"—meaning, of course, the Roman church. He asserted that he could see no other result than a future war which, for vaster and more destructive effects, would eclipse any other conflict in the annals of historic man. A short time after this there was a disturbance in Bulgaria which brought about the anti-Christian atrocities which resulted in Russia making the situation there a pretext for going to war with Turkey. At that time it was strongly hinted that the Pope had incited the Bulgarian Christians to revolt against the Mohammedan authorities, but there was no proof of the allegation. It was also thought at the time that Cardinal Manning and other Roman ecclesiastical dignitaries were conversant with the situation, and shaped their public utterances accordingly.

The deceased cardinal was one of the few English clergymen who have renounced Protestantism and accepted the Roman Catholic faith.

NOTES AND COMMENTS.

The loss of the Chinese steamer "Nanchow," with 411 people aboard, all of whom perished, furnishes another illustration of modern heroism. The vessel was officered by Europeans, all of whom stood to their posts, undismayed to the last, doing all in their power to save the human craft. Such incidents serve to prove that it is not necessary to search the records of the past for accounts of heroic deeds. In our own age there exists the very refinement of human nobility as well as moments depressing, with all the interesting sticking.

The Massachusetts Investor says Mr. J. W. Hare, the gentleman who experimented the building of the artificial Elgin waterway in Illinois, and a company are desirous of establishing similar works in Salt Lake. They ask no favors, but about eighty or hundred acres of land to be passed as a study, and they will put in about $20,000 cash. The ground chosen is worth ten miles of the city, being high land, suitable for works and no nuisance of employes, is preferred. The land to the southeast of the city attracts their eyes as a suitable location. This would mean from twenty to one hundred more families here. Salt Lake Tribune secretary of the Chamber of Commerce will be glad to hear from any interested parties.

John Smith, who is serving out a sentence of nine years for highway robbery, has another petition before Governor Thomas, asking for executive clemency. There is a strong point in favor of Smith's case in the fact that he was kept a long time in prison pending trial. If we recollect aright it was about a year and a half. This was a cogent of the right, under the constitution, of a "speedy and impartial trial." If the year and a half were by action of the government, deducted from the term, and the petitioner were allowed the time for good conduct specified in the law! "Copper Ad," Smith would be entitled to liberty.

STEAMER BURNED AT SEA.

A Providential Rescue of Passengers and Crew.

"MORMON" ELDERS ON BOARD.

Four Hours Consume the "Olympia's" Destruction.—The "Spree" Comes up Just in Time.

"Liverpool Atlantic liner burned at sea!"

This brief sentence, on posters in various parts of the city, caused somewhat of a sensation in the great seaport of Liverpool on the evening of Tuesday, December 22nd, and the bill-stickers and ragged waifs, boys and girls who do duty as street newspaper venders had no difficulty in getting rid of the "fourth edition" of the afternoon papers. An event such as the issue on the bills indicated would at most times in a maritime city, but here where the vast ocean traffic is witnessed every day such an item of news has a startling effect; for the port of Liverpool is the home of the largest and finest ocean steamships afloat, some of them being capable of carrying upwards of fifteen hundred souls at a single voyage across the ninety deep. "Atlantic liners" is the title given to the great passenger vessels that are operated between here and New York, Boston, Philadelphia, Portland, Baltimore and other places that engage in the transatlantic passenger traffic.

Not a day passes when the announcement of the loss of a "liner" would not cause a sensation, for there is no time when a number of the large ships are not out with loads of precious human freight. But on this particular date there were none and fleet vessels at sea than is always the case during the winter season. The magnificent "Teutonic," the finest of all the ocean racers, was on her way between New York and Liverpool, as was her sister ship, the "Majestic," both of the White Star line; there were also out the Cunarders "Aurania" and "Servia," as well as two of the Inman line ships and three of the Union fleet, all on the New York route. Besides, there were a dozen large steamships which run direct to Continental ports and a considerable number of sailers drawn from Liverpool and neighborhood for the review of outcoming vessels, so the loss of one or all even of a score would be for the Atlantic fleets financial tempest.

In this particular case additional interest was attached by the fact that one of the Inman steamers carried among their passengers people from Utah; some en route to Great Britain and some returning from the City of Wierd to their mountain home. The papers were eagerly scanned, those to find the telegram from the Holly

[illegible], member of London, instructed by Mrs. Ali lands safe and well.

The last entrance reported the great white liner Teutonic far to the eastward, steering at the first word, for the "Alexandra," "of London," was the Inman vessel bound for Liverpool with three hundred passengers. The telegram had been taken from the barrade of the "Spree," one of the Northeastern Liverpool steamers lately running between Liverpool and Hamburg, Germany, but now in the New York trade. She had been signalled by some one of the vessels entering or leaving the port on her way to Southampton with the mail.

No more details could be obtained at the signal office. Mr. Bishop, "Spree," would ready communication about midnight. He had intercepted to have the passengers for the vessel not sent on for re-embarkation on the South Sea, and there for the British liner to be forwarded to Liverpool as by the immediate station they wished to stop at.

At 11 p. m. the passengers were landed at Southampton, but owing to rainy being delayed for four hours, weather they did not arrive in Liverpool till 3 a. m. on the 24th, but that was two of their days earlier than they had anticipated. Among them Tom who had come from Salt Lake City were Joseph W. Kerr, of Payson, Utah county; Ira Williams of Provo, Cache county, and Joseph H. Richards of St. Joseph, Arizona. All were well. They were entirely without baggage, having only completed, in common with the other passengers on the "Alexandra," to make everything, even small hand satchels, on the way—about fifteen hundred miles from land.

When the three missionaries reached he brief account they could personally, of the disaster which, as will be seen above, the weather was entirely calm, and the sea almost unruffled and the sunshine seemed unusually warm.

"On the 'Alexandra,' if the fates haven't carried it off," he replied.

He had been out on the berth when called up on deck, and slipped on his overcoat, the ship being wrapped in the valley.

The story of the voyage was then told. It was not a tale of exciting incidents, but one of great interest, from which they were delivered by the intervention of Divine Providence. It is seldom in history that a record so close is being written, "sailed, and never heard of." has been changed to "arrived at wreck," as in the case in this instance. Truly the Gulden line had on this occasion passengers who were the special objects of Divine Watch.

Saturday, December 12, was the date set for the "Alexandra" to sail from New York, but on the morning of her departure a storm of great violence raged, which they were informed by the inhabitants of Staten Island, was the worst seen in history that a record so close is being written