

is supposed to be some manifestation of electricity. The wind now blows violently from a western point, and the tornado, often accompanied by a violent hailstorm, arrives. On the south side the destruction may extend to a 1,000 feet or more while on the north one may escape injury within 400 or 500 feet from the scene of desolation.

The immediate cause of destructive whirlwinds is supposed to be the meeting of cold air currents from the north with warmer air from the south. In order to obtain the destructive force displayed by that which visited St. Louis recently, they require long, open stretch of country. It is not denied that tornadoes may be born and have a short-lived existence on a small area, but in valleys surrounded by mountains and hills their force is necessarily broken.

The question whether destruction by tornadoes has been more frequent in later years than formerly may be answered to some extent by official figures published. In 1874 a town in Alabama was destroyed and 10 people killed. In 1876 Chicago was visited and a number of people lost their lives. In 1877 two tornadoes are on record, one in Illinois and one in Wisconsin. The victims are given as 18. In 1878 47 persons lost their lives in two tornadoes, viz.: 13 in Missouri and 34 in Connecticut. In 1879 there were also two tornadoes, one in Illinois and one in South Carolina. The victims in both numbered 17. The record for 1880 is 2 killed in Arkansas, and 65 in Missouri, 3 in Wisconsin, 6 in Illinois and 15 in Texas, in all 91. In 1881, Missouri, Illinois and Minnesota were visited, and the victims numbered 25. In the two tornadoes of 1882, Missouri and Iowa were visited and 68 people lost their lives. In 1883 the list of dead in Missouri, Wisconsin and Minnesota was 84. The record of 1884 is 11 people killed in Alabama, and of 1885, 6 victims in New Jersey. In 1886 Minnesota lost 64 people, and in 1887 Kansas lost 20 and Arkansas 20 in tornadoes. In 1888, 18 persons were killed in Illinois and in 1889, 40 in Pennsylvania. The record of 1890 is 88 killed in Missouri, Kentucky and North Dakota. The year 1892 experienced three tornadoes, carrying away 122 persons in Kansas and Minnesota. The year 1893 was still more disastrous, 261 persons being killed in five tornadoes striking Missouri, Oklahoma, Texas, Kansas and Iowa. In 1894, 75 people were killed in Iowa and Minnesota and in 1895, 20 were the victims of a destructive wind in Iowa.

The figures are, of course, not complete, but as far as they go they indicate that both in frequency and destructiveness the tornadoes of later years surpass anything on record. Thus, the victims of the decade 1874-83 amount to 360, while those of the following decade are 650, and the victims of the three years, 1884-86 will now much more than equal those of the preceding ten years—the victims for this year alone amounting to at least 800. These facts do not bear out the statement that tornadoes have been just as frequent and destructive formerly as of late years, nor can they be explained on the ground that the means of com-

munication now are so much more perfect that the news of calamities are easier obtained. A decade or two has not brought about so radical changes in the methods of spreading the news from one city to another. It would rather seem that for some cause or other nature is in commotion, and the effects are felt in the world.

DEATH OF MR. RAMSDEN.

There will be many hearts in the valleys of the Rocky Mountains that will be filled with deep sympathy for the wife and family of Mr. George Ramsden, whose death is announced in the Liverpool, England, Post of May 27th last, a copy of which was handed to us today by Elder A. W. Carlson of this city. The Post says:

The death occurred yesterday about noon of Mr. George Ramsden, a gentleman who for upwards of half a century has been a prominent figure in the Atlantic passenger trade. About a fortnight ago he was operated upon for a painful ailment, and for a few days recovery seemed certain. Then unfavorable symptoms developed, and death ensued yesterday at Fern House, Egreemont. The business career of Mr. Ramsden, who had almost attained to the allotted span of life, has been a singularly interesting one. A man of great integrity, ability, and determination, he early in life made his mark in the shipping world. Mr. Ramsden was associated originally with the Black Ball line of packets running between this port and New York, his office being in Regent-road. When the Cunard line first undertook the steerage passenger business, Messrs. Gunion & Co., in the person of Mr. Ramsden, undertook its management. Subsequently he performed a similar nursing operation for the National line. Shortly afterwards the firm of Gunion & Co., forsaking the old sailing line of packets, had steamers of their own built, including the Montana, Minnesota, Wisconsin and Dakota, which, owing to their daring departure from the style of marine architecture then in vogue, caused a considerable amount of comment. Mr. Ramsden was also successful in securing and retaining for many years for his employers a contract with the Mormon Elders for the conveyance of their emigrant proselytes, large numbers of whom were sent across the Atlantic. On the death of Mr. Stephen Gunion and the subsequent dissolution of the old firm, Mr. Ramsden, in conjunction with his son, continued to carry on the passenger branch of it successfully, although he had been a great sufferer, and had undergone more than one surgical operation for the relief of his ailment. The deceased gentleman possessed, in an eminent degree, the complete confidence of his employers, and enjoyed the respect and esteem of all his colleagues in the trade from his entry into it until his demise yesterday. General sympathy was felt towards him in his affliction, and his death causes the severance of the last remaining link between the old packet emigrant days and the modern system of emigration, which Mr. Ramsden did so much to foster, encourage and build up. He was a man of generous spirit, kind hearted, and delighted in doing anyone a service. He was a patron of the fine arts, a discriminating collector of examples of our best known painters, but above all, and before all, he was a passenger manager par excellence, to which in mundane affairs everything was subordinated. By a very wide circle of busi-

ness and private friends he was highly esteemed as well by reason of his frank, open bearing, as by his kindly heart and other high personal qualities.

All the good words said in the foregoing concerning Mr. Ramsden are true; and it was not necessary to wait for the gentleman's death to say them. On previous occasions the News has taken pleasure in referring in terms of praise to his true friend of the Latter-day Saints; and we now express on behalf of the host of his friends who reside here, a sincere condolence with the bereaved family.

For more than thirty years Mr. George Ramsden was the transatlantic passenger manager with whom the Latter-day Saints' emigration business was transacted in Liverpool; first as a representative of sailing vessels and then as manager of a safe and excellent service of steamships. During all that time there was no variation from a uniform kind and courteous treatment from Mr. Ramsden. There never was a cause of complaint in the passenger service that he did not seek to remedy; never an accommodation that he could afford that was withheld.

In all the vicissitudes brought upon the emigrating Saints by misrepresentation and prejudice, Mr. Ramsden never faltered in his fair and honorable treatment of them. He was a man of remarkable vigor, commanding presence, and unflinching courage; and many a time he has stood in the breach and ward off assaults made upon the Saints in efforts to prevent their coming to Utah. Social position, business relations, or official display, never turned him aside; and whether it was action in either or all of these lines that sought to hinder the Mormon emigrants in their journey toward Utah, there was none so high or great as to abash him in the least degree in his emphatic and ready declarations that the Mormons were the best class of emigrants that sailed from European ports, or in his insistence that they should not be interfered with. At times he seemed rather to enjoy meeting with those who sought to hinder the Mormon emigrants, and to impress them in his vigorous and aggressive, yet always dignified style, with his friendship for the Saints; and he never came off second best, for the reason that he was on the right side. In his friendly relations with the Latter-day Saints, and in his estimable private life which was full of good deeds among his associations, Mr. George Ramsden did a good work, and his reward will follow.

THE FARMER IS ALL RIGHT.

The following comes from Springville, Utah county:

To the Editor:

Will you please answer the following questions and give what other information you think necessary:

First—Have prospectors the right to dig holes on a farmer's land without his consent?

Second—What protection has the farmer against prospectors?

Third—If a vein of ore should be found on a man's farm has he no protection against the miner?

FARMER.

Assuming that "Farmer" holds