

EDITORIALS.

THE public mind is awakened to the enormity of the neglect and carelessness on the part of employees and officials, indicated in the frequent occurrence of explosions on board steamboats, and the terrible amount of suffering and loss of life caused thereby; for today's telegrams announce that the coroner's jury has returned a verdict of manslaughter against Robinson the engineer on board the ill-fated steamer *Westfield*, and one or two other prominent officials, and that warrants have been issued for their arrest. This verdict seems to be the only just one that could have been returned, the evidence adduced during the investigation into the cause of the disaster clearly indicating carelessness of the most culpable character, as well as a direct violation of law in running with more steam on than was allowed by law.

Since the *Westfield* catastrophe another of a similar kind, but not nearly so disastrous in its results, has occurred on board the steamer *James Starbuck*; and these accidents are taking place with such alarming frequency as to indicate that they are altogether beyond human control or are the result of indifference to duty on the part of the officers, or of cupidity on the part of the companies and corporations owning the boats, or of both combined. That they are beyond human control is a supposition none will entertain; they may, in some instances, be so to some extent; but the majority, there is pretty strong grounds for believing, might be prevented if those responsible discharged their duties efficiently. In the case of the *Starbuck* it was shown in evidence that the inside of the boiler had fifteen patches, and that to the imperfect condition of one of more of these the explosion was due. It seems strange that such a patched-up boiler should be allowed to remain on any boat, and still more strange that it should pass the scrutiny of a government inspector. The excuse offered that such and such flaws or defects were concealed by this or that is very weak, for what is the good of inspectors if they cannot detect flaws, through which the lives of scores may be jeopardized, no matter where they may be? Just as well be without inspectors. A competent officer of the kind should be able to detect everything calculated to endanger life; and the fear is that many of them through receiving bonuses from the steamboat companies let their examinations be very slight; and that the companies themselves, sooner than incur the expense necessary to have their boats thoroughly safe, care not to endanger the lives of hundreds of their fellow creatures.

Where such culpability exists the law should deal rigorously with the guilty; and it is gratifying to read the verdict rendered in the *Westfield* case. The eyes of future boiler inspectors would be apt to be much sharper in detecting flaws and defects, if those whose negligence is now causing suffering and death are held up to general execration, and subjected to the penalty the law awards to felons. Forty suits at law and three verdicts of manslaughter may have a tendency to ward off such calamities for some time to come.

THE success of the principle of co-operation is no longer a matter of question in this Territory; it has been tested tolerably well, and where properly managed has been found to answer admirably. Co-operative stores have paid handsome and very satisfactory dividends, and goods have been sold at prices which call forth comments from visitors, they contrast so favorably with the figures at which articles are retailed in the East and the West. To Zion's Co-operative Mercantile Institution is the credit due for putting goods down to a low figure and keeping them there. The Institution was not organized for the purpose of enriching one man or a few men, but with the design of benefiting the community, and this has been kept steadily in view. Small profits and quick returns were to be the means by which dividends satisfactory to shareholders were to be obtained; for it was thought, and correctly too as the results have proved, that capital turned over three, four, or more times per annum would at a small per centage each time yield a fair return for its use during the year. This was remunerative to the stockholders, and of great advantage to the community at large. By these means the prices of goods have

been kept low, and speculators have not had it in their power to fleece the community by asking exorbitant profits on articles. Notwithstanding the sneers and evil predictions of those who thought they were interested in opposing the selling of merchandise on the co-operative basis, it has accomplished fully as much as it was anticipated it would, and has gradually but surely grown in favor with all classes of the public.

The principle of co-operation in horned stock, horses and sheep has also been tested in various parts of the Territory with gratifying results. In another column will be found a statement of the dividend made on the Co-operative Stock Herd in the South; and nearly, if not quite, as good returns are obtained from co-operative herds in other parts. Wherever this system of caring for stock prevails and is judiciously carried out success must follow. The evils which have attended the raising of stock, under the old system, are removed by co-operation; it is probable that the examples of the companies already organized will have the effect to bring the system into universal use, and whenever this shall be the case the benefit to the entire country will be immense.

SENATOR SCHURZ, of Missouri, in his recent speech at Chicago complained of President Grant's fondness for his and his wife's relatives, and the habit he has of appointing them to official places under the government; he asserted that this was one of the most active causes of popular dissatisfaction with his administration. Senator Morton, of Indiana, subsequently delivered a speech in St. Louis, which, some imagine, was intended as a reply to the Missouri Senator's remarks. Whether this was the case or not, makes but little difference; but he took occasion in his speech to touch upon this subject, which has been greatly agitated of late—the appointment of President Grant's kinsmen to office. He thus alluded to this subject:

"Mr. Lincoln was called upon during the war to relieve General Grant of the command of the army, because they said General Grant drank too much whisky. After reflecting a minute Mr. Lincoln said he would like to find out what kind of whisky General Grant used, that he might give it to some of the other generals. And if General Grant can increase the great civic achievements of his administration by appointing a few more of his wife's relatives, I hope he will do it without delay. Now, he has not appointed half as many as he has been represented as appointing. Most of them are relations by marriage, and I believe it is not claimed that any of them have been defaulters in office or have not performed their duties well. Now, suppose that when Gen. Grant achieved fame and power and the sun of prosperity shone full upon him, suppose he had turned his back upon all his poor relations—men that had been his friends in poverty and obscurity, and refused to allow those men to participate in any degree in his prosperity, would you have thought any better of his heart or his head had he done so?"

In New Orleans alone, the Cincinnati *Commercial* says, the Collector of the Port, is a brother-in-law of President Grant's; the Appraiser of Customs is a brother of his brother-in-law and the Surveyor of the Port is the cousin of his brother-in-law.

THE Home Mission Society lately held a meeting in Philadelphia, in which some facts were stated respecting the average attendance of the people at the various sectarian churches. Philadelphia was taken as an example. The population of that city is set down at 800,000; but those who attend churches are said to be not more than 200,000, which leaves 600,000 persons outside of regular religious public instruction. To reach this class of people, it was claimed that "every agency had been faithfully tried; Bibles, tracts, and religious papers have been distributed; Sabbath and mission schools established, tea-gatherings, shows, amusements, reading-rooms, lodging-houses—every effort which might serve as a link between the few regenerate and the multitudinous unregenerate essayed with prayer and faith. And yet, the poor had not the gospel preached to them."

There was considerable lamentation indulged in over this statement, as it

gave evidence that all the "Missions," "Associations" and "Societies" which had been organized for the purpose of converting the people were only performing a partial labor. The conference decided that the remedy for this condition of things lay in street-preaching; by this means the ministers hope to reclaim the people from their sins; to make so-called christianity the religion of the people and of the land. Something more than this, however, is required. A religion of power is needed. Not a form of godliness merely; but real godliness. Until this is obtained, all efforts will be in vain, and, even with it, schooled as the people are in false traditions and unbelief, the labor of bringing them to its knowledge would be most difficult. For the present condition of ignorance in which so large a number of people are dwelling sectarianism, as taught by religious teachers, is principally to blame.

THE Irish exiles are active in their efforts to organize the Irish people in America for the purpose of aiding the national party in Ireland. Already considerable success has attended their efforts, and not alone in New York, but all over the Union, clubs are being established which are connected with a Central Directory in New York. On the 17th inst., there was an enthusiastic meeting of the Sheridan Club at New York, at which were present two of the exiles, Clarke Luby, one of the editors of the suppressed *Irish People*, and Gen. Thomas F. Burke, who had just returned from a visit to the Pacific slope, where, it is said, they succeeded in establishing flourishing branches of the confederation. Mr. Luby, in his speech to the club, spoke on the very favorable turn events had lately taken in Ireland and how surely the revolutionary feeling was prospering in that country. No longer was the sentiment of nationality confined to a class or a creed, but was making itself felt in the most unexpected quarters, and from the change that had already been wrought it was reasonable to expect that as old prejudices died out the new sentiment of nationality would continue to flourish with greater strength and luxuriance in places that had long been sterile. If any one doubted, he said, the change for the better that had come over the public opinion of Ireland let them look at the action of the people on the occasion of the late royal visit and they will see that Ireland can no longer be quieted like a spoiled child by a gilded bauble. The precipitate retreat of the Prince of Wales and his fellow excursionists offered the best refutation of the boasted loyalty of Ireland to the English crown and was in direct contrast with the truly kingly welcome accorded by the people of Ireland to the son of Marshal McMahon and the French deputation.

The union of the confederation with the Fenian brotherhood was discussed, and it was understood that propositions would be presented by the Directory of the Confederation at an early date, which the Fenian brotherhood, if reasonable, would readily accept.

These organizations of the Irish would be much more formidable, if the people would unite; but this seems impossible. The history of Fenianism is chiefly composed of bickerings and quarrels, criminations and recriminations; and these other organizations are likely to have the same characteristics. They are destitute of true union. This is not so apparent in club rooms and where the business of talking is attended to, as it is in the practical movements of these bodies. When called to act, they will accept no one leader, agree upon no common plan of operations, nor sink their differences or submit their judgment, even for the sake of achieving the deliverance of their country; and with such a disposition it may safely be concluded that they can never secure the true independence of Ireland. They may harass England, and even succeed in revolutionizing Ireland; but with what results? Ireland, under such guidance, would be in a far worse condition than she is to-day. She would fall a prey to anarchy, and existence there would be rendered intolerable by the internal broils and fights that would everywhere prevail. Were there union and harmonious action among the Irish in America and their compatriots in Ireland, with the means and sympathy they would then control, English domination in Ireland would speedily vanish, and the island would be freed from the rule of every form of government and the presence of all officers not framed or not elected by its sons.

AMMONIA, as a motive power, has been practically tested in New Orleans with a car that has run, in all, three hundred trips. Its cost is said to be two dollars per day, against five dollars or thereabouts for mules. A committee has reported on the feasibility of the plan, and takes the ground that in view of its advantages "it is difficult to tell where the application of ammonia as a motive power will stop."

The *American Artisan* does not appear to have confidence in it as a motive power. The ammonia engine, it says, has not proved a formidable rival to steam where it has been tested, notwithstanding the advantages which it is reported to possess in point of economy over steam. Yet it admits that for use where the high heat necessary for a steam boiler would be highly objectionable, it may subserve a useful purpose, inasmuch as the ammonia engine will work with a comparatively low temperature; but the sphere for its practical application will be found to be extremely limited.

The *Iron Age* thinks favorably of ammonia as a motive power, and in support of its views which it has previously published, and which the *Artisan* dissents from, it publishes a description by Prof. C. A. Joy, of Columbia College, of an apparatus for condensing ammonia, which was exhibited in France, with his views as to the successful applications of ammonia as a motive power. The Professor says:

"The apparatus is very simple, as it consists of only a receiver for condensing the gas, and a condenser for its preservation and regeneration after it has served its purpose. The gas is driven off from the ordinary aqua-ammonia, and is liquified under its own pressure in a condenser, placed in a refrigerating mixture. The receiver, full of liquid ammonia, resembles the contrivance now used to hold carbonic acid water for soda fountains. It is provided with coupling screws and washers, so that it can be attached to the stationary piston where the work is to be done. The liquified gas, in strong receivers, and exerting a force of 7 to 10 atm., according to the heat applied, can be transported in vans and delivered to customers, precisely as soda water is now carried through the streets. Attached to every stationary engine is a vessel filled with cold water into which the gas passes from behind the piston, just as steam is condensed in the low pressure engine, and the condenser contains all of the gas in a form to be again converted into liquid. When a new supply of liquified ammonia is delivered from the van, the condensers will be carried away, and the ammonia recovered from the principal factory. It is claimed that with twenty pounds of liquified ammonia, a force equal to one-horse power can be maintained for one hour. An omnibus, with an ammonia engine of two-horse power, can be propelled eight miles with fifty pounds of liquified ammonia and 120 pounds of cold water. At the end of the route a fresh supply of liquified ammonia and of cold water can be attached, and the ammonia afterwards reclaimed from the 120 pounds of water. Such an engine would disengage no smoke and no vapor; it would always be ready, and could be used to advantage on elevated railroads, in private houses, in mines, in tunnels, and on city railroads, for fire-engines, for balloons, and in situations where the combustion of air must be avoided."

Ammonia, as laid down in works on chemistry, is a gaseous compound, possessing the properties of the alkalis proper, potash, and soda, and composed of three parts of hydrogen and one of nitrogen, and is represented by the formula NH_3 .

UNSUCCESSFUL.—Some weeks since we noticed the arrival in this city of a road steamer, the property of Hyde & Son, of San Francisco, to be used for the hauling of ore from East Canyon to Lake Point landing. Yesterday it again arrived, this time coming from East Canyon, with a tender and five empty back action wagons—the full train intended for hauling ore—attached to it. The proprietors failed to find employment out west and, after sinking \$4,000 to \$5,000 on the venture, have concluded to abandon the project, sell out their wagons and return with their "overland steamer" to California. Considerable difficulty was experienced in bringing it here from East Canyon, the road being so soft near the Point of the Mountain that the steamer was almost submerged in mud.

In any business never wade into water where you cannot see the bottom.