

best that will be offered by any of the states in practical, straightforward, logical discussion of the topics assigned. Therefore we are proud of the distinction accorded the people of this commonwealth in giving into their care such an important proportion of the program, and are quite content in the assurance that those selected for this occasion will, as in the past, perform the duty resting upon them with becoming dignity, and to the honor of this Territory and its people; for in the consideration of ethical and philanthropic subjects, none of the gentler sex anywhere are better qualified through practical and successful experience to discuss and give thorough instruction thereon than are the women of Utah.

THE MONEY CIRCULATION.

Those who find in the contraction of the circulating medium a leading cause for the business depression—and they are not a few hereabout—will be interested in statistics on that point for the year 1894, an elaborate display of which has been made by the treasury department. Taking the results of these, without going into the details of a mass of figures, they show that in the month of December the net decrease in the various kinds of money in circulation was \$10,657,829. The increases were all in gold (gold and silver), the decreases in certificates, notes and currency, with the result stated. The increase in amount of gold coin in circulation did not come within \$6,400,000 of offsetting the decrease of stock in the treasury caused by the exportation of the metal abroad.

The decrease in the circulating medium during the year 1893 was computed at \$1.23 per capita throughout the United States. In 1894 it was 65 per cent more than during the preceding twelve months. The total amount in circulation on January 1, 1895, is reported at \$1,626,568,822, which represents a diminution of over \$102,000,000 for the year. The population of the United States on January 1, 1895, was estimated by the treasury experts at 69,134,000, on which basis the circulation per capita amounted to \$23.52. This represents a decrease of \$2.03 per capita for 1894. As a very large proportion of the \$23.52 is locked up in bank vaults and other places of deposit, the actual average per capita in circulation is considerably under this figure.

DANGEROUS TO FRANCE.

Henri Rochefort is elated over the prospect of the proclamation of a general amnesty to French political offenders, whereby he will be enabled to return to France. The particular grounds on which he bases this hope are not stated, but he seems to support that the fall of President Casimir-Perier, who was elected chiefly for the purpose of combating the anarchist agitation in the country, implies the victory of that element which is less inclined to vigorous measures against various political plotters. It would seem, though, that no one desirous of perpetuating republicanism in France, in opposition to social

disorder, would hasten to invite Rochefort to return, particularly at a time when the country is suffering from the effects of a serious crisis. Probably the announcement that the archplotter expects amnesty is made merely as a suggestion of what he himself thinks the proper thing at present.

Henri Rochefort, from the time he succeeded in attracting public notice, made himself obnoxious to the authorities. His satirical attacks upon the second empire and his adventures with various opponents whom he brutally assaulted made him for a time the idol of the Paris mob, but his connection with the establishment of the Commune and the part he took in the scandalous regime of that brief form of government resulted in his arrest and condemnation to imprisonment for life. Later he succeeded in gaining his liberty, but he led the life of an exile, ever watching for an opportunity of again interfering with the affairs of his country.

Rochefort is no longer a young man, being born in 1830, but he might still cause some trouble, were he left at liberty to inflame an excitable crowd with his clever harangues. If, therefore, the new French ministry should, in an unguarded moment, cause the return of the notorious agitator, the people might have cause to regret the hour when Casimir-Perier fell before the overpowering opposition of the radical element. Not that Rochefort, with his antecedents, could obtain any other eminence than that of a leader of a mob, but even in such position he would be troublesome, and his absence from France would seem more desirable than his presence.

THE TEMPLE LOT SUIT.

A dispatch from St. Louis announces that the long-pending suit between the Reorganized church, commonly known as "Josephites," and the so-called "Hedrickites," has now been called in the United States circuit court of appeals. It will be remembered that the suit was brought concerning some property at Independence, Mo., known as the Temple lot, and claimed by both litigants. The case was decided by Judge Phillips in favor of the "Josephites," and the "Hedrickites" appealed.

In the decision of the lower court questions were considered which seemingly were entirely foreign to the matter at issue, as for instance when doctrinal differences and the relation of the contending sections to the main Church were brought up. This had a tendency to mislead the general public as to the only matter involved, that of the title to the property mentioned, and some Eastern exchanges continue to labor under the misunderstanding that the Saints in Utah are in some measure a party to the controversy. The News has on former occasions endeavored to correct this misunderstanding, and in as much as the case is again brought before the public, it may be proper to state once more that the Saints in this Territory have an interest in the controversy only as every body else has, who desires to see justice administered in the courts of this great Republic. In addition to this it is but natural that the suit should be followed with some interest by the

majority of the people here, to whom this property involved is associated with sacred memories of important events in the early history of the Church, but beyond this the Church itself is not an interested party, and cannot be affected by the decision that may be rendered. For the sake of justice, it is to be hoped that the controversy will in the higher court be settled on its merits and not on grounds that can have no conceivable connection with the matter at issue.

ELECTRICITY VS. STEAM.

In a short time the Baltimore and Ohio railway will institute the work of handling its heavy trains in its belt line tunnel at Baltimore by electric locomotives by which it is proposed to supersede the steam locomotives heretofore used. The most crucial tests have been performed and have resulted satisfactorily to the advocates of electricity, and there has been an official determination of the fact that electric locomotives can do heavy haulage at a profit over the cost by steam. In this respect the steam engineers have a formidable competitor in a field where heretofore many of them have believed that electricity could not enter successfully—the operation of great trunk lines for heavy passenger and freight traffic.

The Baltimore procedure may be regarded as the first practical step in the country toward the substitution of the steam trunk railroad to electricity; it is suggestive of vast changes and developments which may be expected to occur in rapid succession. A recent number of the *Electrical Review* gives an elaborate detail of the construction, workings and accomplishments of the new locomotive, which is of special interest to electrical engineers and an item of more than passing moment to the public generally, in view of what the future has in store in this method of transportation. The locomotive trucks of forged iron rest upon four driving wheels of cast steel, sixty-two inches in diameter. There are double motors, spring suspension apparatus, and other recent improvements in electric railway practice. The cab has windows on all sides, so the occupants may have an unobstructed view in either direction. In the cab is the apparatus by which all the movements of the locomotive will be at the command of the driver; also the air-pump, operated by a small electric motor, which will supply air for the brakes and the whistle. Then there are bells, automatic couplers, safety devices, etc. All together, the finished locomotive is an imposing piece of electrical machinery, and in its complete state will weigh ninety-five tons— heavier than many steam locomotives used in the West.

The power of these gigantic pieces of mechanism may be illustrated by one of the tests made with the Baltimore and Ohio locomotives, which shows that they can handle trains as heavy as those now handled by the heaviest steam locomotives. A New York Central heavy six-wheel engine was coupled to an electric locomotive truck. The machines were then sent in opposite directions, and tugged at the connecting coupling as at a tug of war.