

small hope of the notion ever becoming widely popular. And yet the theory is by no means bad, nor altogether unworthy of the enthusiasm with which its fair exponent defends it. The important point is, will the new suit look as well on the person as it does on paper? That is a demonstration which Mrs. Leith ought to feel called upon to make at the earliest convenient moment; and at the same time she should remove the delightful vagueness of her proposition as to the drug-impregnated cloth, by explaining just what germs she expects it to ward off, and how. It will be a good while before all this information can be furnished to local readers; who, meanwhile, can successfully ward off all probable disease germs in this vicinity and keep healthy and cool as well by frequent bathing in our unrivalled sulphur springs or our incomparable salt sea.

### NO MORE THAN TWO.

In its treatment of the petition for one of the local street railway companies to be allowed to lay and operate a line of rails on streets already occupied by the other company with two lines of rails, the NEWS hopes the City Council will be influenced by neither fear of nor favor to either the petitioners or the protestants, but will consider the question from the high standpoint of public convenience and general welfare. We shall leave to others the discussion of the prior rights of the company which would be injured if this petition were granted; and also the rights of the petitioner and its patrons to facilities in and through the business heart of the city. These aspects of the case have been and no doubt will be thoroughly argued by those respectively interested. This paper will merely undertake to speak for what it regards as the rights of the inhabitants of this city and particularly of those whose property comes within the district where the proposed innovation is suggested.

The breadth and spaciousness of the plan on which Salt Lake City was laid out has won for us probably more praise than any other one feature of our town. The idea of the founders was that there was room for a large city, and that in the very nature of things a large city would be built. No narrow, contracted policy huddled the settlers all on one street, or gave them a cramped building spot on any street. Health as well as beauty suggested room and plenty of it—room for water-courses, for trees, for sidewalks and driveways, room for flower gardens and lawns in front, and for orchards and vegetable gardens in the rear. As the streets and walks were wide, so also were the city lots—not too many of them to a block—large though the latter might be. In all this there was statesmanship, sound policy, good sense; it has made Salt Lake City famous the world over for beauty, regularity, cleanliness, and the evidences of home-like comfort and thrift. To be sure, recent years have witnessed some departure from the original plan; city lots have been cut up and parcelled out among many families, a few blocks have been bisected by streets and alleys, buildings have

been wedged in closely in the business center, and have been pushed high into the air; and there have even been propositions to reduce the width of the streets by giving to the abutting property title to the land out to the sidewalk line. Happily the latter idea has not prevailed; it is truly to be hoped that it never will.

Now, street cars are a great convenience—an all-important and indispensable part of a live city's make-up. None appreciates more than the NEWS what these enterprises have done for Salt Lake City, nor more fully realizes the obligation the people are under to them. At the same time, we submit that our streets were not laid out for street car lines alone; and we are bound to say that in appropriating choice residence and driving thoroughfares, the local companies have gone quite as far as they should have been allowed to go, and a good deal further than the best public sentiment would have warranted. The result is, there is hardly an important street upon which one may drive without contact with the rails—hardly one where the peaceful quietude of the home is not disturbed by the early and late rumbling of the ponderous conveyances, the ceaseless whirr and buzzing of the electric line.

We shall be told that these strictures may not apply to purely business streets. But we insist that in a measure they do apply. And if certain of our best thoroughfares have been injured in the manner indicated, we deem it opportune and proper to raise a warning voice before any of them shall be quite ruined. We have no streets so wide that they will not be spoiled by three or more lines of rails; two are quite sufficient for the broadest and busiest of them—either for the welfare of the street itself and the property upon it, or for the traffic. The aggressive, enterprising spirit of the railway companies has done much for us that we ought to be, and are, thankful for; but there are certain limits beyond which this spirit works injuriously. Whenever the rights of the people are interfered with, and their comfort and convenience are unnecessarily invaded, the line should be drawn by those who have public matters in charge. It is very evident that the laying of any more railway tracks on First South or East Temple street will be of this character. We believe it will drive business away, not only local business, but the trade of our country cousins who will go to other streets to deal with stores where they can have hitching room in front for their teams. Over and above any mere selfish or speculative considerations, it will mar the beauty of the streets, and be a source of danger, discomfort and inconvenience to the people.

### THE JEWS IN JERUSALEM.

The description of the condition of the Jews in Jerusalem as given by an English missionary to the London Times, and published in our dispatches, is probably calculated to arouse public sympathy with a view of increasing the flow of contributions to be handled by the agents, rather than to give a clear idea of the actual situation. It

will not be denied that there are cases of distress among the forty thousand Jews now living in or around Jerusalem. Some have come there from other countries, aged and infirm, for the sole purpose of dying in the holy land and having their bones laid to rest in the hallowed shadows of the sacred hills. Others are lineal descendants of ancestors who have for centuries lived under oppression and subsisted on charity until the faculty of making a living in any other way has become almost extinct. Disregard for or ignorance of all laws of health have bred diseases claiming not a few victims, and the absence of sufficient medical aid is but too manifest. Still, all this is but one part of the story, and it contains nothing that can not be duplicated in the Jewish settlements in the larger capitals in Europe, notably in London.

The facilities for making a good living in and near Jerusalem are not at present very great, at least as far as the Hebrew race is concerned. Still, the majority of such inhabitants manage to make a little money in various ways. Some drive stage coaches and take travelers about to the surrounding cities; others keep restaurants and "locandas," or hotels; a few act as guides to tourists; others are merchants on a small scale or manage to live by changing money for others; some make shoes or clothes, repair wagons and furniture; and still others make a little by going round and (for a consideration) joining various Christian sects in order to swell the record of converts to be sent to the home board. Some are professional beggars and make money by it; not a few, engaged in various mercantile enterprises, are comparatively wealthy. The steadily increasing settlement of Jews north of Jerusalem shows numerous signs of prosperity and contentment greatly in contrast with the picture of cave dwellers painted by the English missionary.

In other parts of the country where Jews engage in agricultural pursuits the condition is still more favorable. Comfortable homes surrounded by luxuriant vineyards and olive groves testify to the capacity of the country, when intelligent labor is bestowed on it. In ancient times, during its golden age, it supported millions of inhabitants, and there is no reason why at present, with all the facilities of improved machinery and outside communication, it should not support a still larger population. The resources are there only waiting for capital and labor to utilize them for the benefit of man.

NOT FOR purposes of interest or information, but with a degree of amusement and a desire to give a little free advertising, we call the attention of our readers to the fact that "the synod of the Reformed Presbyterian church," now in session in Philadelphia, has again "adopted resolutions against the admission of Utah to statehood, on moral grounds." Utah seems to be quite as indispensable a part of the average run of synods as the benediction—it comes along invariably in the regular order of business.

A convention of coal miners of Colorado will be held at Pueblo on June 15 to consider the situation in that state.