

tion to retire one when a vacancy occurs is sound and commendable.

Seeing that as a Territory we cannot elect our own judges, nor arrange this matter according to our needs, the proposed application to Congress is the only source left open to us. It is to be hoped that it will be successful and that the issue will not be delayed.

The only objection the *DESERET NEWS* has to offer to the bill as prepared by the Salt Lake bar, is the proposition to pay the Supreme Court justices out of the territorial treasury. There appears no good reason why the United States should pay the District Court judges, and the Territory the Supreme Court justices. The United States should pay the appointees of the Government. The incumbents of the higher court will be United States officials at least as much as those of the lower, and their salaries should come from the same source.

We object to the principle involved, for we have always held that when Congress creates a Federal office it should provide for its support, and that it is not in accordance with the genius of our government that the national power should legislate money out of a local treasury, whether it be State or Territorial.

However, Utah needs the extra courts and the additional judges, and with the exception of this to us important point we endorse the measure and hope to see it succeed.

IS WEALTH A FAILURE?

IN the Chicago *Financial News* for November there is an article entitled, "Is Wealth a Failure?" Notwithstanding the apparently absurd query involved in the caption, the article is a philosophical digest of the effects of wealth upon society and civilization. The questions are asked, "Has wealth become a master instead of a servant of man?" and "Is its undue acquirement inimical to the best interests of society?" It is admitted that society will never decree the abolition of the system of wealth-gathering; and that wealth also, neither in itself nor in its accumulation, is wrong. But it is the system of acquiring and accumulating immense fortunes and transmitting them unbroken to future generations that is questioned, and in this way perpetuation of large fortunes is society's most powerful menace, and its laws of inheritance its greatest injustice. The possibilities of the one are infinite for harm, the suffering imposed by the other is the wrong of a race. Immense inherited wealth, in the hands of an unscrupulous, ambitious or heart-

less individual, who could effect an alliance with others similarly situated, might cause the yoke of subjection to again be placed upon our necks as of old."

The evils of poverty are next dwelt on, and the long catalogue of crimes which are its accompaniments. But the evils of wealth, and the envy, cupidity, callousness and unscrupulousness begotten by the wild frenzy to acquire riches more than counterbalance all the ills of poverty. "Wealth lives on selfishness, breeds arrogance, produces hard-heartedness, is greedy and insatiable." However, notwithstanding this arraignment of wealth, it is conceded that it is an incentive to effort in man, and a benefit to society when honestly acquired and properly administered.

The remedy proposed for the abuse of large wealth is one that will not meet with general approval, at least in the present. It is that the limit of acquirement of wealth should be set at death, thus confining its benefits to the accumulator alone. In the case of a large fortune a competency of \$50,000 might be set aside for a widow, and \$5,000 or \$10,000 for each child, the remainder to be distributed as society might determine.

In the opinion of the *Financial News* this method would stop the mad rush for wealth on the part of men who go on piling up fortunes, even with one foot in the grave. It would cause them to retire earlier from business, it would curb the hoglike instincts in the human race, and it might be the means of perpetuating our civilization and free institutions. Of course, the article assumes that if wealth is allowed to go on at its present rate of accumulation and control of industry, it is only a matter of time when society will revert to the old barbaric standards.

It is undoubtedly a fact that the evils of vast wealth in the hands of a few are manifesting themselves. That is why the Anarchist wants to destroy, the Socialist to divide, the Bellamyite to commune, the Alliance man to make government a foster parent, and soon with a hundred other dreamers and idealists. The suggestion of the *Financial News* is a milder remedy than any of the modern radical reform school, but that, too, is somewhat visionary.

The stewardship plan advocated by the Prophet Joseph Smith, as revealed to him from heaven, meets the evils complained of and provides a solution for the excessive wealth problem and other economic questions it involves. But this can only be applied in completeness to those who are united in a religious order and covenant and

would not affect general society except by the force of its benefits as exemplified in the practical effects exhibited in the social life of the Saints. And even they are not yet prepared for government by its equitable regulations.

The probabilities are that the present system or lack of system will continue, and that the evils of plutocracy will increase until some great social revolution will overturn the monetary world, scatter the accumulated hoards and bring about something like a financial equilibrium.

URBAN TRAFFIC IN EUROPE.

THE Boston *Herold* of November 12 publishes in full the report of Osborne Howe, Jr., made to the Rapid Transit committee of Boston, on the transportation of passengers in and around the cities of Europe. It is a very comprehensive document, and, though it occupies about eleven columns of closely printed space, yet it contains nothing but what is pertinent to the subject under investigation.

The general rule, with few exceptions, in England and on the continent of Europe is that in granting franchises to street railways, either the national or municipal government reserves the right to exercise general supervision over the operation of the roads, and, if it so desires, to purchase them outright after a certain date.

The city of Liverpool now owns all the street car tracks within its limits. They are leased to a company for twenty-five years, at a rate of rental which nets the city about \$30,000 per mile. The city must keep the structural and equipment departments in repair. The company has nothing to attend to but the moving of cars. It is thought that the leasing system is not satisfactory in the way of service, and public opinion inclines towards making the operation of the roads a municipal function.

Manchester has fifty miles of street railway, all built by the city. The leasing system prevails. The city receives about \$100,000 per annum, but it must keep the streets and track in serviceable condition, and remove snow and ice in winter. The fares are graded according to distance. The company which leases the line, also owns the omnibuses and hackney coaches in use in Manchester.

Birmingham has forty miles of street railway owned by the city. It embraces four systems, namely, steam, electricity, cable and horse cars. But the right to use any other than horse power is only granted by the city for a term of six months at a time. The