

That mistake ought not to be now repeated. If these outrages are allowed to be perpetrated again and again, there will soon be no need and no use of People's Party voters going to the polls at all. Indeed, there were hundreds of People's Party citizens who felt this on Monday and therefore stayed away. Something should be done to check this evil; talk and indignation will accomplish nothing.

The legal voters who claim that they were intentionally excluded from the registration lists or refused the right to vote at the polls, should come to the front. Let their names be furnished. Let steps be taken to prove their rights and redress their wrongs. And let the election won by fraud be legally contested where the facts can be proven and a just change effected. This is not an ordinary cry of "fraud" from a defeated party, but an indignant demand for justice from outraged and defrauded citizens.

#### AN OBNOXIOUS APPOINTMENT.

THE appointment as Receiver of an apostate "Mormon," known in the community chiefly for his bitterness of spirit and acidity of expression concerning all that relates to the Church of which he was formerly a prominent supporter, cannot be regarded by the Utah public in any other light than another exhibition of the unfairness which has characterized the whole proceedings to despoil the "Mormon" Church of its property. If any position requires a just and unpartisan incumbent, it is that of Receiver in this important case. It does not add to the dignity of the court, and will not inspire respect for its judgment, to select such a person to receive and hold the property wrested from its rightful possessors. There are surely impartial men enough to occupy this post, without exhibiting undue animus, in selecting an individual who cannot but be obnoxious to the Church and people against whom he has manifested such extreme and acrid feelings. The court seems to have gone out of its way to give another thrust, at a religion with which he differs and at a people whom it seems to delight to humiliate.

#### A GULPING MACHINE.

AT a session of the City Council held July 15th, Colonel Merritt, the corporation attorney, introduced a bill for a new sewer ordinance. He

explained that the one passed last March was defective and that it would be much better to enact a fresh one than to patch up that now existing. The learned gentleman described the provisions of the proposed new act, after having read its title. Mayor Scott, who was probably familiar with the measure, suggested that it would be appropriate to pass it by merely reading its title. Accordingly the recorder trippingly enunciated the title of the bill, the vote, which was unanimous, was taken and it was presumed that the ordinance was an accomplished fact.

The validity of this new ordinance under a judicial test would of course depend upon whether the courts would hold it to be competent to go behind the record of the proceeding and inquire into the facts connected with its alleged passage. In the event of such an investigation the fact would be disclosed that whatever of merit there was in the measure was not due to the Council, who, so far as an examination of the bill is concerned, are in total darkness, except it be presumed that the title is an exact epitome of its contents. Our city solons were, for the time being, in the position of a piece of sewer pipe into which their legal adviser poured his legislative decoction, which came out at the other end with all its original constituents.

In this allusion to the alleged passage of an exceedingly important ordinance affecting an immense amount of property, we are not animadverting upon its quality, as we are as ignorant upon that subject as the Council which passed it, not having had an opportunity to scrutinize it. It may be a wise and effective ordinance. The ability of the gentleman who produced it is not brought into question, but the exhibition of childlike confidence reposed in him by the Council does not savor of the dignity and ability that ought to belong to an important and presumably deliberative body.

The spectacle of last evening suggests an interrogatory as to the necessity for the existence of the Council at all. If its acts are to continue to be a matter of thumbs up or down, according to the dictum of some one regarded as knowing all that is needful, what would be its use? It is a matter of regret to see important business of the corporation done in such an unintelligent, slipshod and incapable manner.

The humiliating spectacles which the Council occasionally present

render the dishonest exclusion of the People's candidates who were lawfully elected to seats in that body all the more regretful. Had they been given their places, in accordance with Judge Zane's decision, there would have been in the Council an element that would have helped to keep it level. That body would not then have suggested the picture of a nest of goblins gapingly gulping all that is given them. But a disgusted public can only look on and suffer until fraud is eliminated from local politics and more competent men are selected to transact the business of the people.

#### THE ENGLISH CHANNEL.

THE distinguished engineer, Sir Edward Reed, proposes a plan for running a railroad under the English Channel. He believes it has all the merits of the tunnel, minus its effects. What he suggests is to lay on the sea bed on proper supports two parallel tubes, similar in construction to the double bottom of a large ship, the space between each of the double coverings to be filled in for the most part solid with Portland cement, which preserves iron and steel for a long period. These tubes are to be sunk in sections of about 600 feet, and to have strength to withstand the tidal action. The bed of the channel is said to be sufficiently smooth to admit of this construction, which would require, in the opinion of Sir Edward, a period of five years' time, and involve an expenditure of about \$75,000,000. The merit from a national point of view that the tube has over the tunnel is that, in case of war, a dynamite torpedo could be let down upon these tubes and entirely destroy them, so that there would be no danger of their use by an invading army, while in the opinion of their proposer the submarine tubes would have all of the merits in carrying two lines of railway track that would be possessed by a tunnel.

The Boston *Herald* suggests that there is a possible defect which does not appear to have presented itself to those who, in England, have commented upon this plan, and this is the possibility that the tube might be broken in the case of a railroad accident. If the train through some defect in machinery, the breaking of a wheel or axle, should run off the track in a tunnel, the accident might result in some damage to the passengers of a train, as a similar accident under or-