

mon as to Mormon. And if he knows that which any person of ordinary intelligence may learn, he also knows that non-Mormons as well as Mormons have taken up land in Utah under the national laws, and still hold the same; that there are hundreds of non-Mormons who have purchased lands from Mormons and others; that there are tens of thousands of acres, improved and unimproved, in this State that are for sale today to anyone who will pay the purchase price, in which transaction the fact of the buyer being a Mormon or not never will be thought of; that there is a vast area of State lands open to any purchaser who will pay for them; and that Mr. Campbell's assertion upon this subject is a most contemptible falsehood. The people of this State desire the success of New Mexico, are pleased with the prosperity attending the sugar factory there, and trust the future has still greater advancement in store; and they believe the people of New Mexico generally have an equally kindly feeling toward Utah. If this latter be the actual sentiment in New Mexico, Secretary Miller will not stultify himself and his people by allowing Lawyer Campbell's statement to go uncontradicted. When Mr. Stewart notes it in comparison with the reply forwarded by Secretary of State Hammond of Utah, he cannot fail to observe its inaccuracy and thus have a doubt cast upon all the other statements in the letter which make New Mexico appear a desirable place for the investment of capital.

RAILWAY SPEED IN THE CITY.

There is before the City Council an application from one of the railways to allow an increase in the maximum speed of running trains in the city from eight to twelve miles per hour. The particular district covered includes a section in which many residents are averse to the increase asked for; and while the higher rate of speed might facilitate railway movement, the general public has an interest in this matter to which the City Council should give special consideration.

The maximum speed at which railway trains are now allowed to travel within the city limits is eight miles per hour; yet it is a well known fact that railways daily violate this regulation. Sometimes, and not infrequently, trains travel within the city limits across streets at a considerably higher speed; it is not unusual to note a rate of twenty miles an hour, and so long as no catastrophe follows no special complaint is made. But if an accident does occur, the fact of a train going at a higher rate than is lawful renders the railway liable for damages. To raise the maximum from eight to twelve miles per hour would afford an opportunity for a still higher speed than is now taken as license, and would thus increase the danger to the public, at the same time relieving the railway of much responsibility in case of accident.

As a matter of fact, an allowed speed of twelve miles an hour for a train coming up to and rushing across a street is altogether too high. If there were gates and guards to protect the public it might be different. Eight

miles, with the license customarily taken above that, is sufficient for all purposes when the safety of the public is involved. It is true that eight miles is not very fast, only a mile in seven and a half minutes, or about a minute to go a full city block; and few trains travel that slow. But when it is exceeded, the responsibility for injury thereby should be with the railway. A heavy moving train is not like a street car that can be brought to a standstill in a short space; its great weight carries it a long distance under the best brakes, hence the speed should be kept well down and any excess be taken at the company's risk. The railways should be afforded every consistent opportunity and convenience, but it is opposed to the public welfare to make cross streets along railway tracks places where the public enter only at imminent peril of life and limb, which a twelve-mile maximum without guards and gates would do.

Further than this, the railway request referred to asks a special privilege or immunity for the road making it. The State Constitution prohibits the Legislature from "granting to an individual, association or corporation any privilege, immunity or franchise" in a special law; and surely a city council cannot make lawful that which would be unconstitutional in a legislative enactment.

A CENSUS OF THE WORLD.

One of the great tasks mapped out for the beginning of the next century is a complete census of the whole world. It has, of course, never before been attempted, as far as known. The very fact that it is now regarded as possible is an evidence of the progress that knowledge about the world we inhabit has made within the century that is rapidly passing away.

According to the best authorities, such as Professors Behm and Wagner, Göttingen, the population of the globe is now estimated at 1,700,000,000. But this figure is largely guesswork, based mainly on the reports of travelers. In China, Persia, Arabia, Turkey and a vast portion of Africa and elsewhere no census has been obtainable, and the figures are necessarily unreliable. It is now thought that by an intelligent effort a census can be obtained practically all over the globe.

The gigantic project was discussed at the congress of the International Statistical Institute recently held in Bern, Switzerland, and the result was the appointment of a committee, consisting of statisticians, travelers and geographers, to propose an acceptable method whereby the plan can be realized. Li Hung Chang promised during his trip to the western world to order a census in China. The governments of Turkey, Persia, Siam, Afghanistan and other countries are to be petitioned to assist in the work, and it is hoped they will do so. By the year 1900 it is supposed that there will not be much unexplored territory in Africa, and that an approximate census of that continent can be had. The vast railroad through Siberia will be completed about that time, and the world will know something about the unnumbered millions

of the regions this road is to bring in nearer contact with civilization.

The attempt is to be made to have this great work commence on one and the same day and to have it completed in one week. It will take an army of censors to do it, but it is not regarded as impracticable.

A SCHOOL FOR MOTHERS.

One Mrs. Stanton-Blotch is quoted by the San Francisco Chronicle as saying that "New York nursemaids are fiends and New York mothers are fools!" The lady says she has seen much, but never more of a childish inferno, where a childish heaven ought to be, than the baby parade grounds of Central park. She does not believe there is much help for this condition to be hoped for from club women. She hopes better things from the alumni of the women's colleges, and consequently wants to establish a post graduate course in "mothering" for college graduates. She wants to see some first class university open its doors not only to its own graduates, but to those of other colleges, where they may go when they become engaged to be married and take a three, six or nine months' course in the scientific way to keep a house and raise a baby.

No one will deny that there is a good deal of sense in these remarks. But it is doubtful whether a three, six or nine months' course, as suggested, would prove effective. The best school for the development of the qualities necessary in a mother is a home, and the best teachers are the mothers. The trouble is that there is a tendency in the world to regard the duties of motherhood and housekeeping as vastly inferior to more public functions. This erroneous idea is instilled into the minds of girls and the training at home neglected. A course in a college would be but a poor substitute for the education that really belongs to the home sphere.

AUSTRIA AND TURKEY.

The representative of the London Chronicle in Rome states that he has learned that Lord Salisbury has directed an inquiry to the governments of Italy and Germany as to their attitude in case England, Russia and France should decide on armed interference in Turkey. This, if true, would seem to indicate that the three powers are preparing for the denouement of the Turkish tragedy in eastern Europe. It is doubtful, however, whether anything has transpired so far of a nature to convince Turkish diplomacy of the impossibility of escaping the impending fate, by the usual course of arousing the jealousy of one nation against the other and thus dissolving the coalition.

Turkey has at least one friend in Europe. Austria derives much of her income from trade with the people under Turkish rule, and an arrangement such as that proposed by Russia would undoubtedly draw the currents of trade in other channels. The Vienna government cannot forget that