

all his committee assignments from them and practically is one of them; this gives that party forty members which—excluding Montana and Wyoming—will be increased to forty-three in the next Congress, while the Republican strength would fall, by the loss of three to the Democrats and two to the Populists, to forty-two. So that, as previously stated, with a vote missing from each of two states, the Populists could decide it in favor of either party, but are not likely to act with the Republicans; while if even one more of them acts with the Democrats when such contests come up the next Senate will be Democratic over and above all, Montana and Wyoming making the total vote of that party forty-five against forty-three united opposition.

### THE SOUVENIR COINS.

THE first World's Fair souvenir half dollar sold for \$10,000, and while the sale of the second one showed such a falling off from that figure as under any other circumstances would indicate a complete break down in the market, the price held up well and is extremely high yet. Probably it will continue so, notwithstanding the fact that several millions will be on sale before the coinage of them closes. Five kegs each containing five thousand of the coins arrived in Chicago on the 19th and of course they were snapped up in a twinkling; but as they are to be followed in rapid succession by not merely thousands but millions more, the chances are that there will be enough to "bear" the price down to something near par, if not to go around.

Those who have not seen the souvenir coin yet—meaning pretty much everybody here—have not much of a surprise in store for them when they shall be thus favored. A brand new silver half dollar is always a thing of beauty, but not as a rule a joy for long; and the Columbian issue is the size of one of these with different designs the word "Chicago" appearing prominently on its surface.

### THE SMOKE MUST GO.

A proposition which at first would seem rather impracticable but is so greatly desired that it receives attention, comes from London; it is to abolish the fogs that have overhung that city like a heritage of Cimmerica from the early days. We are advised that the city council of the world's metropolis are not only considering the subject but earnestly so, and seriously propose entering upon a scheme at once having that very object in view. It looks like they were undertaking a great deal; and yet we all know that fogs are but the effect of a cause; if we can reach the cause and obliterate it, the effect will naturally enough disappear at the same time or shortly after. It is suggested by a contemporary that a proposition of this kind sounds very much like interfering with the order of nature, such as undertaking to stop snow storms or, like General Dyrenforth, attempting to shake rain out of the sky. But, it adds, when it is

considered that the horrible fogs of London are of comparatively modern date, that they did not exist two centuries ago, and that they are due to human agency, the undertaking, though still a large one, does not seem unfeasible. The character of these fogs, which obscure everything with an almost inky blackness, and often make noonday as dark as midnight, is due to the clouds of unconsumed carbon poured out of thousands of chimneys into a humid, misty atmosphere, where the smoke mixes itself with the natural fog in such a way as to seem almost a solid.

Here we have an element, and perhaps the principal one, going to make up the unhealthy and unseemly vapor; and the thing to be done is to either destroy the smoke or devise a different plan of combustion. The latter is what the city government of London proposes to do. In order to accomplish this it is announced that municipal gas works will be established and gas provided for the people in lieu of fuel, this to be supplied at a rate so low and the quantity being secured on such an ample scale, that all can afford to have it; in fact, the plan comprises economy for the people among other considerations, by making gas cheaper to them for general purposes than coal now is. If necessary, the use of gas is to be made compulsory, but this will scarcely be needed, at least but few will object to it for obvious reasons—the saving of money, convenience, cleanliness, health, and above all the ability to see the glorious sun unobscured from the rising to the going down thereof.

Mr. B. H. Thwaite makes what is pronounced a "daring suggestion" in the *Contemporary Review* in this connection. He would generate the gas in the coal fields of South Yorkshire, Staffordshire and South Wales, and transmit it in pipes to London under high pressure, as in the case of natural gas in this country. He estimates that by this means an enormous saving over the transportation of coal by rail would be effected, amounting to a total of over \$20,000,000, which, after providing for interest on cost, maintenance, etc., would, while giving consumers the advantage of fuel at a price much less than that of coal, leave a very large surplus available for public improvements, including the establishment of the new system of public water supply that London so sadly needs.

Those who live on the eastern or northern bench and look down upon our once beautiful city almost any of these humid mornings can discern little but a great bank of inky clouds spread out like a pall over the landscape. Perhaps the suggestion to use gas may yet be acted upon by us, when the natural supply makes such a course practicable, or when a citizens' railroad to the coal field has brought the supply of that article up and the price down to a proper basis. But while waiting for that to come around why not press for the consumption of the smoke? That it can be done and at a comparatively trifling expense is well understood; and now, after things have arrived at such a stage that we fairly rival the English city at certain times in the matter of fog, why not have the City Council follow in the train of their

fellows across the Atlantic? If those who produce most of the smoke will not take steps to have it consumed without compulsory action, let us have such action and without further delay.

### OUR HIGHWAYS.

In no part of the nation is the question of country roads of more importance than here in Utah. The physical structure of the earth hereabout inclines strongly to the rugged, there being fully as much uninhabitable as habitable and a great deal more uninhabited than inhabited. The topography is a vast series of mountains and valleys with a few desert plains in the extreme west, the valleys in every instance being more or less thickly populated and extensively cultivated. Communication between these is attended with considerable difficulty at times and occasionally is suspended altogether, as has been the case in places a number of times this winter. Railroads are not numerous enough to make connections complete throughout and are not likely to be in this generation; but even if the Territory were perfectly gridironed in this manner, we should still have use and great use for good wagon roads; as it is, the demand therefor is irresistible.

An effort is being made throughout the country to have a cabinet department of the government at Washington relating exclusively to this subject, and to this end blanks headed by a petition have been circulated broadcast throughout the land. That these will be abundantly signed goes without saying; a petition for almost anything, practicable or impracticable, would be. The object, as stated in the petition itself, is to "promote knowledge in the art of constructing and maintaining roads." This provokes some very caustic criticism in places, and is received with but very little favor by any of the great newspapers, the *Louisville Courier-Journal* and *Washington Post* being particularly hostile. The former thinks that while the matter of good country roads is one of such importance that it is the inclination of many to give their support to any sort of movement that has for its object the improvement of our highways, it should nevertheless be remembered that the very importance of the subject makes it all the more desirable that there should be no mistake in the means adopted. The most approved method of not getting good roads in Maine, California or Texas, and we might as well add Utah, is to rely on a cabinet officer at Washington to furnish them. In the act of "how not to do it" this method would be able to discount the British Circumlocution office immortalized by Dickens.

The proposition of our brilliant *Louisville Contemporary* thus ends with a negation, or "how not to do it," leaving us in the dark as to how to proceed "to do it," that is, in the dark so far as any suggestions of its own are concerned. Luckily we of the far West know something of a practical nature regarding the subject, and can make, repair and maintain highways; but candor compels us to say that they are