

with proceedings in all the courts are unjust and ought to be cut down or abolished. The perquisites which a number of public officers are permitted to collect from the people are, in many cases, an unjust and unreasonable tax upon persons having necessary business with or before such officers. The Legislature should ameliorate if it cannot remove this evil of fees. Cut them down! Provide for fair compensation for those who carry the responsibilities and discharge the functions of official life, but do not allow them to be vampires!

### BUFFALO BILL'S CONVERSION.

Colonel W. F. Cody, better known as "Buffalo Bill," is about to turn Quaker, if one of the latest reports from New York is true. In an interview the other day the colonel explained that he has been negotiating with the Philadelphia Friends with a view of establishing a colony on his ranch near North Platte, Neb., where he owns four thousand acres of land, said to have rich soil and to be well watered. This land he will divide in small holdings with a family on each. His idea is, further, to establish a community of interests and he hopes to gather round him a little colony of five hundred people. In case he succeeds he may even join the sect himself. "Peace hath her victories no less renowned than war," said the colonel, when asked if he would become a Quaker. "Many strange things happen. Why should not 'Buffalo Bill' become a Quaker, if he sees fit?" Why not indeed? Nothing is more delightful to a traveler after a stormy voyage than a calm, peaceful harbor; the balmy spring is all the more enjoyed after a severe winter, and rest is sweetest when the preceding labor has been hardest. On the same principle it is not difficult to imagine "Buffalo Bill" enjoying himself as the chief of a Quaker community after years of Wild West show.

### A CALL FOR CONSERVATISM.

Not a city in the Union, of similar population, has a better school system with better school buildings than has the metropolis of Utah. In the amplitude and excellence of its educational facilities accessible to the children of the masses, this city is not surpassed. If it is equalled by any of similar size in the United States. The example which it has set in this regard is being followed by many of the larger towns of the Territory. Logan has a number of public school buildings which, in size and cost, are ahead of the age, size and wealth of the town. Brigham City has always been in the van of educational progress, Tooele is rivaling any other town of her size in the Territory, and the spirit of school house building, and of school improvement, has been epidemic all over Utah for several years.

So far has this spirit been carried that conservative men are beginning to declare in favor of checking it. It is being characterized as an educational "boom," which, like many other feverish affections of the body politic,

is likely to react unfavorably on the public welfare. It is insisted that statements, widely circulated throughout the civilized world, derogatory to the intelligence and educational status of the people of Utah, have too greatly excited their pride and ambition in respect to education, and that, in order to vindicate themselves they have assumed burdens of debt and expense that are out of proportion to the wealth and population of the Territory, and of its municipalities.

The recent discussion of the subject of a union of the University and Agricultural College has given the people a better understanding than they ever had before of the cost of advanced education; and the information has tended to strengthen the popular sentiment in favor of retrenchment. It is being asked why teachers in public educational institutions should be paid salaries that exceed those of some of our highest public officers, and it is being urged that Utah ought not to try to rival Cornell and Ann Arbor, or other great seats of learning, in the older, wealthier and more populous states, in the capacity or costliness of even the principal educational institution of the Territory.

The state of the Territorial treasury, and the financial condition of the people generally, forbid a continuance of such lavish policy in educational affairs as has prevailed for some time past. Retrenchment is demanded. Conservatism is called for. Economy is in order. The rapid progress that has been made, and the extraordinary efforts that have been put forth in improving and enlarging educational facilities amply justify some moderation for the immediate future at least.

A few members of the Legislature appreciate the public needs and sentiment in relation to this matter, and with vote and voice will support a conservative policy in respect to overburdening the people for educational purposes.

### TO BRIDGE THE CHANNEL.

The frequently suggested plan to connect England with the continent has again been made the subject of discussion by those interested. A French engineer, M. Hersent, submits his designs for a giant bridge over the channel. The proposed structure will be twenty-one miles long and composed of seventy-three spans, and tower 177 feet above high water. The piers are of steel columns resting upon masonry. Seven years will be needed for the completion of the work and the cost is estimated at \$134,000,000.

The idea of bridging the channel, or constructing a tunnel from Dover to Calais has had many advocates among eminent engineers on both sides of the water, but the general public in England has never shown any enthusiasm for the project. That it would facilitate and greatly increase the friendly intercourse between France and England cannot be doubted. The water that separates the two coasts has the reputation of being terribly trying at times to travelers. Besides, international communication by sea never assumes the same proportions as that by rail. As it is, England enjoys

practically the full benefits of the position as an island. A bridge or a tunnel would materially alter this condition. The very novelty of the thing would draw traffic. Soon no Frenchman and no Englishman would think life worth living, unless he had crossed that bridge, and tourists from all parts of the world would even go out of their way in order to get the experience of crossing the ocean, or diving under it, as it were, in a railroad car. That this increased traffic and consequent social intercourse would exercise a modifying influence upon both nations needs no argument.

But the plan is not yet realized and the question is whether Great Britain will consent thereto. Objections have formerly always been based on strategic grounds. It has been asserted that such a means of communication would facilitate the invasion of a hostile army, although it would seem that with the means of destruction now known, nothing would be easier than to prevent an enemy from taking advantage of either a bridge or a tunnel of that length. The tendency of the age is to improve communication in every way possible, to save time and conquer all obstacles of both time and space. The connection of Great Britain with the mainland would be another triumph of progress in the interest of the general brotherhood of the human family.

### A LADY EXPLORER.

On Saturday Mrs. Isabella Bishop, the famous lady fellow of the British Royal Geological society, sailed from Vancouver for Corea, whither she goes on a trip of exploration. Mrs. Bishop has been in most of the countries of the world, and has written many books of her travels, her literary title being Miss Bird. The volume relating her experiences in this part of the country is styled "A Lady's Life in the Rocky Mountains."

Mrs. Bishop is being sent out by the Royal Geological society on her present trip, one reason for her selection being that the cost to the society would not be so much as if a man were sent, as a woman can secure more liberal concessions from the authorities in foreign lands for transportation than can one of the sterner sex. The lady herself enjoys foreign travel. In fact her own country is the only one that she complains at going from place to place, and this is on account of the "tips" that are required by railway and other employees. Said she, "Tipping in England has become a national calamity. I travel with no comfort in my own country. Everywhere I turn I find an obsequious attendant with an oily smile and an itching palm."

Mrs. Bishop was very successful in her recent exploration of Thibet, where she met with an accident that nearly cost her her life. She slipped and fell into a river, from which she was rescued by two brave Thibetan youths. Her present calling is to explore through the comparatively unknown regions of northern Corea. The courage she exhibits in undertaking such arduous work is deserving of success.