

has not succeeded in convincing the public that he didn't mean what he said about prohibition in his letter to the Rev. A. J. Richards, but he has discovered that he was much too previous in suggesting the nullification of a statute which his official oath requires him to enforce, and he is making a very weak attempt to repair the mischief which has resulted from his lack of judgment and sense.

It can hardly be said to be a satisfaction that four parties have been "held accountable" for the loss of life at the burning of the World's Fair cold storage warehouse. The responsibility is so widely spread as to be very thin in places. The Chicago newspapers have already tried the case, disagreeing in their conclusions, and it is not likely that anything definite or serious will come of further investigation. Then the calamity will be forgotten until another occurs.

HISTORY will doubtless hold Vice Admiral TRYON responsible for the destruction of the Victoria. The survivors attribute the disaster to his mismanagement. The staff commander says that after the collision occurred the vice admiral said: "It was entirely my fault." But this testimony will not rob Admiral TRYON of the honor which attaches to a brave man. In heroically assuming the responsibility of his fatal mistake and in meeting death without dismay he did all that was possible for any man to do to atone for his disastrous blunder.

THE letting of the contract for the main building of the State University marks another step in the history of that now venerable institution. With the completed building the state will have invested $\frac{1}{4}$ of a million dollars in thoroughly modern structures. When the new main structure is finished the University will say "All Ready," and then the governor of Missouri, speaking for the people, to whom the University belongs, should make "bold advertisement" of the school, and announce that it has begun the second half-century of its brilliant existence, proud and equipped as never before, and in every way worthy of the fifth state of the American Union.

The editor of the Chicago News Item, who is now in the city, is in the city at Chicago, and is in the city at Chicago, and is in the city at Chicago.

to establish as a part of their excursion scheme. That is the policy which the railroads ought to have adopted some weeks ago, but it will be better late than never. The people will still have four months in which to visit the Fair, and with the inducement of cheap fare, and the right to travel in a manner consistent with the American sense of independence and self-respect, it is believed that a very large number of them will make use of the privilege.

The experience which the railroads have had with the public since the opening of the World's Fair ought to teach them a valuable lesson. It has demonstrated to them once and for all that the people have certain rights which the corporations cannot disregard without financial loss and the forfeiture of popular good will, and that is a sacrifice which no institution dependent upon public patronage can afford to make.

PUBLIC ECONOMY.

In view of the financial disturbance in Kansas City and the close condition of the money market it is not surprising that the Board of Park and Boulevard Commissioners has decided upon a suspension of this class of improvements awaiting the return of more propitious conditions. Parks and boulevards are regarded by many people as luxuries, and viewed from that standpoint the action of the commissioners may be approved as a temporary expedient. But as a fixed rule of economy their policy would not hold good in public affairs or in the general business world. Retrenchment can very easily be carried to a mischievous extent and especially in such times as the country is now experiencing. It is safe to assume that work which is necessary ought to be done, regardless of the fluctuations in the financial world, and more especially if they are created by fictitious causes. If the policy should obtain of calling a halt on all operations which demand the public expenditure of money because times happen to be close, it would increase the scarcity of money, trade would be crippled and workmen would be driven to the necessity of encroaching upon their accumulated earnings. That is the effect of becoming too cautious and parsimonious in times of financial stress. Without stopping to discuss the expediency of deferring the work on parks and boulevards until a more auspicious season, it is proper for every contemplating citizen to be constantly on the watch for

effect of hastening that improvement.
KATE FIELD has been appointed judge of wines at the World's Fair. She is expert enough for the task specified. Certain it is, however, that she will find the task far from disagreeable, as she will be envied by hosts of parts of the world.

It was really not necessary for CORRIHAN to risk his neck on Blarney stone in Ireland. People in Chicago know that he does not need the powers of persuasion the feat would give.

TRAVELERS.

We shall lodge at the Sign of the Green. Yet the road is a long one we travel. So why should we grieve at the brevity? Let us drink, let us love, let us sing. We can keep our sighs for the journey.

We shall lodge at the Sign of the Green. Well, since we are nearing the journey's end, our hearts must be merry while yet. Let us drink, let us love, let us sing. For perchance it's a comfortless journey.—Percy Adleshaw

What He Wanted

From Judge.
Bingo—Hello! here's a letter saying there's going to be a dog fight at Pullen's saloon. A dog fight. I wonder if he thinks I would be going to a low-down thing like that. My blood boil to think of such a thing. I wonder—
Mrs. Bingo—What are you looking for?
Bingo—Where in thunder is the dog?

And He Was Right

From the Boston Record.
Governor Altgeld's pardon of Eugene I. Ladd reminds me that Eugene I. Ladd last fall about a German Demonstration told him he was not going to be pardoned.
"Why not?" inquired Field.
"Well, I tells you, Mr. Field, the man was tintured mit arnica."

Books Written in

From the Chicago Herald.
Many a good book has been written in prison. Socrates, Cervantes, Leveleau, Taine, Bergenger, Wither and James Montgomery have written their literary labors while awaiting their trial or imprisonment of liberty.

An Ambiguous

From the Chicago News-Record.
Editor of the Chicago News-Record: I have just received your issue of the 10th inst. and find it very interesting.

consideration, are far superior to the Missouri building at the World's Fair. That is easy enough to believe. It is quite unlikely that any property owner in as enterprising a town as Carthage would think of expending \$20,000 on a residence and turn out a house without porches and other exterior graces and devoid of those interior comforts and conveniences which go to make up a pretty and attractive home.

It is not at all surprising that Police Judge JOHNSON has decided the policy shop ordinance to be illegal. JOHNSON was formerly the assistant of MARCY K. BROWN and was the pet candidate of the "gang" which is organized in Kansas City for plunder. The protest of public sentiment was strong enough to bring about the closing of the policy shops for a time, but now the Police Judge takes upon himself the responsibility of the Supreme Court of the state and brushes aside an ordinance which interfered with part of the "gang's" illicit profits. The policy sharks evidently had information of the relief that was coming to them, for they anticipated JOHNSON'S decision and began locating dives in various parts of the city several days ago. Perhaps it is not an un-mixed evil. The "gang" and their agents, official and otherwise, are preparing for the wrath to come, and the more material they provide the quicker and the surer and heavier will be the retribution.

THE PROPER SPIRIT.

The meeting of the depositors of the Kansas City Safe Deposit and Savings bank held at Turner hall last evening indicates a turn in the financial tide in Kansas City. The sentiment in favor of aiding the bank to resume was almost unanimous. The speeches advocating that policy aroused a degree of enthusiasm which was gratifying as it was unexpected. The alarmists were conspicuous in their absence. The tone of the address was hopeful and all advocated by all to our local financial institution. No one seems to crowd the bank or to adopt stringent measures were manifested, but the bank was prepared to take the bank all the way to meet the depositors and to extend

and hold to it that no useful and necessary public improvement ought to be suspended because of the prevalence of the financial conditions, which have not lessened the amount of money in the country, but which make the people afraid to let go of it.

THE COAL MINERS' STRIKE.

The situation in the southeastern coal field in Kansas at present is this: The minority, composed of working miners associated in a miners' union, do not wish any coal mined until the mine owners agree to certain propositions. The majority, composed of small mine owners who ship coal and those who work for them and who form a class of miners by themselves; a certain proportion of regular miners who are willing to work under present conditions; a large number of laborers whose work is connected with mining; the business community of the locality and the coal buying public want the mines worked. This constitutes a very large majority of persons whose interests are injuriously affected by the continuance of the strike and the stoppage of the mines. In such a situation somebody must yield, and the chances are that it will be the minority. Without going into a discussion of the rights and wrongs of the matter, the chances are, in this emergency, just as they are in organized warfare, in favor of the heaviest battalion. When a hundred men are interested in having coal mined and ten men are interested in having the mines closed, it is highly probable that the mines will be opened.

This suggestion is offered in the interests of peace. An honorable surrender or an evacuation of the post is always better than an intellectual defense, however heroic. A charge, however brilliant, in which every body gets killed and the assailed works are left as strong as ever, is simply a bloody folly. The rule of the stronger is one that has so few exceptions that they are not worth talking about. The stronger interest will prevail. And one thing every man should know, that much the stronger sentiment in this country is that every individual has the right to work when and where and for what he pleases for his own bread and that of his family, and an attempt to forcibly prevent him from doing so will not be tolerated. He is not a slave.

USE OF COAL IN WAR SHIPS.

New Contrivance for Consumption Introduced Almost Every Year From the Rochester Express.

Three tons of coal are required each a large man-of-war merely for electricity. It often happens that more fuel on a modern steamship for "auxiliaries" than for propulsion. Among "auxiliaries" are electric lighting, artificial ventilation, the distillation of water for and a score of other luxuries to which invention has given the importance of cities. The captain of a Cunarder can his 3,000 tons of coal and feel certain before ten days shall have passed he in sight of land. The commander of of-war, however, can bank upon no certainty. In times of peace his vessel steams faster than eight or ten miles an that has been found the most economical and time is no object in peace. But in the commander must prepare not only such a slow voyage but also for the emergency in which his vessel may be required to great distance at twenty knots an hour over, each knot added to the usual requires far more than a proportionately amount of fuel.

The late Admiral Long of the British calculated, *Engineering* says, that in a full cruise of 2,000 miles and a long duration, with occasional stoppages were used on his war ship 869 tons of steaming and 335 tons for laying and firing and for steaming when he distal logged. As a dozen tons of water were filled each day for drinking, washing, cooking and larger amounts for use boilers, 181 tons of fuel were thus needed distillation only; to cook the sailors to warm the ship 112 tons were burned supplying the smaller engines used for ing, pumping, working guns, etc., 27 were consumed. In other auxiliary purposes enough fuel was eaten up to bring the almost twice the 869 tons used in let steaming. One of the most interesting questions which must be in the next great naval war is evidently this: How far will these steaming auxiliaries be retained when a to actual fighting? "Clear the deck action" will perhaps be followed not the removal of railings and boxes, but the omission of many customs, which be kept up only at the cost of coal on precious space. The line between and necessities will then be drawn enough. In other words, the crew of the ship of the future may possibly be, during time, unwashed, poorly fed and over a set of new and the ship itself a sort non-box where ventilation will be w where coal will not be spared for heat proper cooking and where lights will be so needless. Another source here in the next war will be the use of a