

**Test of Sanity.**  
In the case of a very brutal murder, anger at the deed will sometimes cause a jury to reject the clearest evidence that the perpetrator was insane. The late Lord Kingsburgh, better known as Sir J. H. A. Macdonald (formerly lord justice clerk of Scotland), whose death was announced a short time ago, could give a striking example. I once defended a case," he wrote in his "Life Jottings," "and a majority of the jury not only convicted, but added a rider affirming that the prisoner was sane. The man was hopelessly mad. The doctors sent to see him were satisfied of

that, and the sentence was not carried out. A crucial test applied was that while one of them put his finger lightly on the pulse, the other suddenly said: 'By the by, Miller, when is it you are to be hanged?' There was not a tremor or a change of countenance or acceleration of the pulse, and, looking up, he said, quite simply, 'I think it's Tuesday week, if I'm not mistaken.'

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## WATERWAY A FACT UNDER GOV. LOWDEN

Illinois Executive Carries Project to Success After Others Fail.

### LINKS LAKES TO MISSISSIPPI

Improvement of Vast Importance to Mississippi Valley and Northwest—All Bars to Actual Construction Removed.

One of the outstanding achievements of Gov. Frank O. Lowden's administration in Illinois was the putting through of the Illinois waterways project which will cost \$20,000,000 and provide water connection between the Great Lakes and the Mississippi river. The project has been under discussion for more than 20 years, and several state administrations have struggled in vain with this important problem. It remained for Governor Lowden to carry the great improvement through to success.

The last bar to the project was removed January 16 with the issuance of a permit by the secretary of war authorizing the state to proceed at once with the improvement. The beginning of actual construction work is now but a matter of a short time, and completion of the water link at last becomes a visible goal. Tremendous benefits will be realized by all classes of business interests in the Mississippi valley as the result of the opening of the water route.

"The waterway will be of immense value to farmers of the great producing region of the entire Mississippi valley and the Northwest," Governor Lowden said. "The Illinois project will be in accord with the improvement of the Mississippi, Ohio and Missouri rivers by the federal government for navigation. Locks will be 600 feet long, 110 feet wide, accommodating fleets of barges carrying 6,500 to 8,000 tons of freight, the equivalent of six to eight average train loads.

"Before the war and the increase of rail freight rates a ton of freight was carried a thousand miles by water as cheaply as fifty miles by rail. This is a fair indication of the benefit to be afforded the public by the work when it is completed. Its value is now enhanced by the government requirement of interchange of freight by railroad at suitable water terminal points throughout the country."

The waterway will follow the drainage canal from Chicago to Lockport from which the connection will be made with the Illinois river at Utica by a barge canal eight feet deep, which may later be deepened to 14 feet, as conditions require. In addition to the great advantages to commerce, water power valued at approximately \$1,000,000 a year will be developed which will effect a saving of approximately 500,000 tons of coal annually.

The surveys and engineering work for the improvement have been under the direction of M. G. Barnes who, during the Roosevelt administration, designed for the government the structure of the Panama canal. Construction work will be supervised by Frank I. Bennett, director of the department of public works and buildings, and William L. Sackett, superintendent of the division of waterways. These officers state that much of the preliminary work has already been accomplished. Funds for carrying on the construction were provided through the action of the last legislature authorizing the issuance of \$20,000,000 bonds, which have been affirmed by a vote of the people.

### HOBBY FOR SAVING MARKS LOWDEN RULE

PEOPLE BENEFIT BY BUSINESS ADMINISTRATION OF ILLINOIS EXECUTIVE.

Gov. Frank O. Lowden of Illinois has one hobby in the administration of public affairs. That is strict economy in the expenditure of the people's money. He has given Illinois a business man's administration.

By efficient management he was able to reduce the tax rate in Illinois 33 per cent in two years, thus saving \$4,000,000 annually to the tax payers. Illinois was the only state in the Union to reduce its tax rate during the war. In many states taxes were increased.

While most public executives were talking about it, Governor Lowden actually planned and put into effect a comprehensive reconstruction program for Illinois a year before the armistice was signed. Governor Lowden has demonstrated in Illinois that good government is a profitable investment for the people. In discussing government the governor said:

"Our public business is the most important of all our business. We too often say that our private affairs will not permit us to interest ourselves in public affairs. We seem to forget that if government were suspended for a single day our private affairs would be of no moment—that ruin would rule all about us. But government is not automatic. Perpetual motion is an idle dream in government as in mechanics."

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