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FRIDAY, DECEMBER 28, 1900.

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The British can greatly relieve themselves financially and mentally by making liberal terms with the fighting Boers. It would seem that England can secure more honor from an honorable peace settlement than from continuing the attempt to drive the Boers from their stamping grounds. Here of late the Boer cause has been gaining in strength, while the British have felt the ground slipping away from under their feet.

The duty of the governor of Nebraska in the Cudahy kidnaping case is plain. He should bestir himself to bring about the offering of a reward that would induce the shrewdest detectives to work upon the case. The offense which was committed against one of its citizens demands the prompt and adequate punishment of the culprits by the entire body of citizens. Every agency for the apprehension of the criminals should be employed. More vigor should be shown in this case than if the boy had been murdered in cold blood. In short, abduction is a worse crime than murder.

Dartmouth is the first American college to found a separate and distinct school of administration and finance, in which to train young men in the broad principles of modern business and scientific finance. It is founded by Mr. Edward Tuck, of Paris, in memory of his father, who graduated at Dartmouth in 1835, and was a prominent figure in New Hampshire in the early anti-slavery struggle. The son is also a Dartmouth man, having graduated in 1862. He began life in our diplomatic service as a member of the legation at Paris, and is one of the directors of the Chase National bank in New York. The curriculum of the Tuck school includes instruction in the problems of taxation, currency, practical banking, corporate and municipal administration, the growth and status of foreign trade and general economic questions.

The address of ex-President Benjamin Harrison, delivered recently at the University of Michigan, and now being given great publicity, against imperialism in a republic is giving those who uphold the administration's policy in this regard great concern. It has actually opened their eyes to the fact that this question was far from settled by the result of the election in November last, and increases interest in the cases now pending in the United States supreme court as to whether the constitution follows the flag or does not follow it. Ex-President Harrison has placed himself on record as being opposed to any governmental policy that makes flesh of one race of men and fish of another, and that would extend certain rights and privileges to those of some parts of the territory over which the flag flies and deny them to those of other parts. The expected decision may strike down both the protective and imperialistic policies and theories of the McKinley administration.

The abstention from the polls of voters in all sections of the country at the recent presidential election is very surprising when the figures are studied. The official counts show that 6,500,000 men of voting age did not participate in the election and only 13,907,299 went to the polls. Of course, in the Southern states the percentage of those who did not vote is very large. But how can one account for the absence of 50 per cent of the men of Massachusetts, 54 per cent of the men of Rhode Island, 49 per cent of the men of Maine—an average of 43 per cent for the six New England states? How account for the absence of 27 per cent of New York's male adults, 25 per cent of New Jersey's? In Indiana

the vote was within 2 per cent of the possible electorate—a surprising, perhaps a suspicious showing—and the average percentage of abstention for the Middle Western states was only 13 per cent. On the Pacific coast the abstention was particularly large. In Washington 50 per cent of the potential voters did not appear at the polls; in Oregon 43 per cent and in California 40 per cent, in spite of the fact that in these states expansion was supposed to be exceedingly popular. Well might the politicians, and those in power be asking, why this popular indifference? Why did so great a number fail to exercise the privilege of suffrage and participation in a free government?

A PROGRESSIVE RAILROAD.

When the great double track tunnel under the city of Baltimore was constructed to shorten the route of the Baltimore & Ohio railroad between New York, Philadelphia and Washington, the railroad company was the first to employ the services of electric locomotives for the handling of trains in the city limits. The ponderous engines, which are the most powerful in the world, are at present operated by means of the trolley system, getting their power from overhead wires. The great cost of maintenance of this system and the consequent care in keeping it in repair, has induced the company to install the third rail system, and work is progressing rapidly toward its completion.

THE ELECTRICITY IS FURNISHED BY AN IMMENSE ELECTRICAL PLANT WHICH NOT ONLY FURNISHES THE POWER FOR THE OPERATION OF THE LOCOMOTIVES, BUT ALSO THE LIGHT FOR ALL OF THE BALTIMORE & OHIO PROPERTIES IN THE CITY, AS WELL AS SEVERAL PRIVATE CONCERNS.

In order to utilize all of the current and take up the surplus of electricity that is generated at the power house at moments when the locomotives or lights are not used, an enormous storage battery will be used.

Some idea of the size of the battery may be obtained from the dimensions of the building to hold it. The building will be 140 feet long by 44 feet 6 inches wide.

The battery will consist of 330 tanks, made of hard wood lined with lead, each tank holding 39 plates, 19 negatives and 20 positives. Each tank will weigh, with plates and electrolyte, about 1800 pounds, and the complete battery will have a capacity of 1200 horsepower for a short period of time. The horsepower of the electric locomotive ranges from 1000 to 1500, and this entire load has to be supplied from time to time by the powerhouse at Howard and Montgomery streets. As this load is only required when the locomotives are in service, it is a very spasmodic one, the average throughout the day being less than 500 horsepower.

When the battery is put in service it will act as a reservoir of power, accumulating electricity while the locomotive is not in action and relieving the station of its load above the time it allows a certain amount of electricity to pass from the station to the battery and line. When the locomotive is not in service this current goes through the battery and charges it. When the locomotive is put in service the current is diverted to the line, and as by the nature of the apparatus no more can come from the power station, the battery must give out the extra current to operate. Thus the station will be operated at a greatly reduced and highly economical rate, and the extra power expended will may be put to other useful purposes.

When the battery is installed and the new third-rail system is placed in operation the railroad company will have, according to electrical experts, the most modern system of heavy electric haulage in the world.

Taken in connection with the fact that the Belt Line of the Baltimore & Ohio was the pioneer in the application of electric locomotives for handling regular train service, this improvement adds another interesting feature to a plant that has already attained world-wide prominence in the field of electricity.

A COUNTRY EDITOR'S WORK.

Rarely in this country and at this time does the editor of a country paper receive justice either at home or abroad. The value of his work for his community is not appreciated even when the work itself is recognized. He is of the class of prophets who are without public manifestations of honor either in their own country or elsewhere. He is expected to serve his party, his friends and all the industrial, charitable and holiday enterprises of the country without recompense; and his neighbors generally deem it a personal favor to him when they pay him for his paper. Such being the rule in all parts of the United States, any instance of public and generous expression of a debt due from a worthy community to an editor of its local paper merits wide circulation. For that reason we direct attention to the praise now being given to Henry McIntosh, the editor of a paper in Albany, Georgia.

The occasion of the praise given to Mr. McIntosh is the showing made in the census reports of the development that has taken place in the country around Albany since 1880. That dis-

trict in Southern Georgia was known in times past as the Georgia desert, or the pine barrens. It is a low flat land of sand and pine trees; the water was unhealthy and the inhabitants were afflicted with chills and fevers. Men of means avoided it. Rich planters owning the land of the region had their homes either on the coast where healthful sea breezes blew or in the mountains of the northern part of the state. Few persons had any confidence that it would ever be a fruitful and populous region, and when the timber men began to cut off the pine trees, and so destroy the only visible wealth of the land, it was believed the time was not far distant when the whole region would be comparatively valueless and scantily inhabited.

Now, here is the surprise. The census shows that this region has grown more rapidly than any other part of rural Georgia. It has increased beyond all other sections in population, in diversity of industry, in commercial activity and in wealth. So marked has been its superiority in progress during the decade that public interest has been aroused and the subject studied, with the result that the country editor has become all at once a notable figure, for it is conceded that he and his paper have been more influential in promoting the progress of the community than any other factors in it.

The explanation is simple. A planter who was digging a deep well in search of pure water, free from the unwholesome elements in the surface waters of the country, tapped a vein from which an abundant stream flowed forth. Here was proof that the country is in an artesian belt. The country editor took it up, and week after week he preached artesian wells until they became numerous. With their appearance sickness diminished. It was then found that bad water had been almost the sole cause of ill health; that the climate is really wholesome; that the odor of the pines in the air gave vigor to weak lungs, and then the editor began to boom the country as a health resort, and he kept at it until a company built a tourist hotel and people began to go from the North to spend the winter there. To supply the hotel's farmers began to grow fruit and vegetables and the soil was found to be wonderfully fertile, then the editor urged the planters to give up cotton and cultivate watermelons and truck gardens. They followed his advice, and now the country is getting rich.

While this story is interesting in itself, the chief interest is in the moral of it. Mr. McIntosh is not the only country editor who in season and out of season has advertised the resources of his community, and in bad years or good years has urged his people to keep moving in the direction of improvement. There is not a single county in California that has not an editor who has done much of that kind of work. Our exchanges show how prompt country editors are to advertise and promote anything that even so much as promises good for the community as a whole. These men never get the credit the Georgia editor is now getting, but most of them as fully deserve it, and Californians should be prompt in giving it.—San Francisco Call.

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