

water, of a compound of phenol with least a hundredth part of a chemical known as plicocarpine-phenyl-hydroxid. The solution prepared, he says, is a colorless fluid, strongly reflecting light, having the characteristic odor and taste of phenol. When injected under the skin, it causes a sharp burning pain, but not so severe as that following an injection of bi-chlorid of mercury in solution. It is generally not followed by any local irritation. Its effect when injected into the organism is to directly inhibit bacterial development and consequently to diminish the production of poisonous bacterial products. Its beneficial effects are said to be so quick and positive as to convince any one who uses it of the correctness of this statement.

Dr. Edson concludes his description with a detailed statement of cases successfully treated with the new remedy. The total number reported up to the date of writing was 218. Of these, improvement was reported in 212 cases, and no improvement in four cases. Of the improved cases, 23 were discharged as cured; 86 will, in the opinion of the attending physician, be discharged cured; and in 91 cases, while improvement was noted, no definite prognosis could be made yet. In 32 cases the improvement was only temporary. Of those in which no improvement has been noted, 1 has died.

A NEW AIR SHIP.

No present subject of industrial and scientific discussion excites more interest in the public mind or possesses more charm for the investigator than the navigation of the upper deep—in other words, the construction of practical ships or other contrivances for rising above the earth's surface and traversing the air. The Maxim air-ship has been perhaps more prominently brought to attention than any other, and by reason of the fame of its inventor as well as the apparent correctness of the principles upon which his ideas are based, his project has been regarded with much less incredulity than is commonly associated with "flying machines" in the mind of the uninitiated. A new candidate, however, for public favor in this line has made its appearance, the Zeppelin air-ship, which seems to possess constructive merits above any other design yet presented. The St. Paul Pioneer Press describes it as having a cigar-shaped body which can be propelled, so it is claimed, upward and downward, forward or backward, to right or left, and which is capable of being safely used in any atmospheric conditions liable to occur within three and a half miles above the surface of the earth. It is so buoyant that it can be taken up 20,000 feet with but little trouble. Not more than 5,000 pounds in weight can be carried by each vessel as a load. Great economy, however, has been exercised in the arrangement for gas, and it is calculated that the ship may remain in the air for nearly a week at a time, without its being necessary to return to the surface for gas. The power is furnished by a kerosene motor made of aluminum, or an alloy of that metal, and so wisely is the motive power calculated that there is very little waste in propul-

sion. The fact that a certain amount of buoyant gas is stored within the framework of the machine constitutes a drawback in so far as it increases the dependence of the conductor of the ship on terrestrial supplies; if an air ship should be constructed which was sufficiently practical and serviceable to justify the establishment of a transit system, with supply stations at intervals, the use of hydrogen gas would not be a great disadvantage; but for a long series of experiments it must necessarily be so. The popular idea of an air ship is a machine in which long voyages may be made in new regions, and it should be tolerably independent of any accessories excepting such mechanical ones as might be supplied at any stage in a voyage, without resort to the starting point or to a special depot of supplies. Nevertheless, the Zeppelin, if all that is claimed for it is true, is the first successful self-propelling aerial machine completed. The mechanical device once successfully tested, it is not too much to hope that it will be possible to eliminate the balloon feature of its construction.

The close of the century ought to witness some successful solution of the problem of aerial navigation, which is no longer regarded as chimerical, but rather as an imminent probability.

PRaising THE VETERANS.

It is a rare thing for the work of men to be appreciated at the time it is performed, even in these days when rapid means of communicating news to everybody is so common that the good results of labor done are quickly ascertainable by the mass of the people. And perhaps it is better so, since, with the majority of men, if their praises were sounded in early life as they are after death or when approaching "the silent river," the effect would be to overfeed their vanity and cause their ruin. In this view, the tendency to refrain from any marked laudation of those whom future generations will delight to honor may be regarded as providential, both for the individuals themselves and those who are benefited by their noble efforts.

While, upon this line of reasoning, it would be a most pernicious proceeding to fall into the habit of deifying the living, the rule cannot be held to apply rigidly to commendatory references to the career of persons who have about closed their work in this life preparatory to taking up new duties in the life to come, where such references are to completed labors and cannot have the ill effect that has been suggested; but where, on the other hand, the effect is rather to encourage the succeeding generation to emulate the example of fidelity and courage given by those whose personality still may be remembered by the young and energetic, and to teach them that in turn justice will reward them with the praise their conduct merits. Hence it is a source of satisfaction occasionally to peruse comments such as the following from the Graham County, Arizona, Guardian, which names a number of the leading men of the Gila valley, among them several former residents of Utah, and

specially a gentleman identified with the settlement of Davis county, one of whose towns now bears his name:

Among the fast vanishing numbers of sturdy pioneers who helped to found an empire west of the Missouri, the name of Christopher Layton deserves to be emblazoned on the scroll of history in letters of gold. He has been indifferent to the popularity which comes from following the views of others, but has held steadfastly to that which he believed to be right. He was among the first who settled in the Gila valley, and as soon as practicable he divided up the large tract of land which he owned, into small farms, selling it to worthy poor, and receiving his pay from the products of the soil. His liberality in this regard is one of the reasons that so few mortgages have been filed on farm property in this part of the valley. He assisted, in 1846, in hoisting the American flag in Tucson, being a member of the Mormon Battalion which saved Arizona to the Union. He was with these dauntless pathfinders when they traveled over the blistering sand, living on an allowance of four ounces of flour per day and one canteen of water. It was Mr. Layton's company who dogged the Maricopa welle and blazed the way for future generations.

FOR MORE RETRENCHMENT.

The present City Council has done much in the way of retrenchment; it has gladdened the hearts of the taxpayers to a very appreciable extent by reducing excessive salaries and abolishing many unnecessary offices. This extravagant official list was made up by councilmen who went into office with an avowed determination to make Salt Lake City a "metropolitan town" at whatever cost to the property owners. They therefore set to work and created innumerable departments, no doubt to be in the fashion with Chicago, New York and cities of that class. Most of these offices have remained in existence, to the great chagrin and discomfiture of the taxpayers, for a period of nearly six years. At last a change has come and the board of municipal managers recently elected has awakened to a realization of the fact that the city was nearing a state of bankruptcy, and that something must be done quickly. This something, or a long step in its direction, has been done, and the city has been relieved of an unnecessary annual expenditure of over \$50,000 for salaries alone, and has been given promise of a further relief of more than double that amount by consolidation and retrenchment in various departments.

The question now is: Is it possible still further to reduce the expenses of the municipality without hindering its progress? The answer comes from many: "Yes, we believe so;" and of course in substantiation of such a reply it would not be amiss to point out wherein that further reduction could be made. It has been suggested, and properly, we think, that the office of sanitary inspector which gives to its incumbent a monthly emolument of \$100 could well be dispensed with. The suggestion is also made that in the abolishing of that office, the work heretofore resting upon that official could very properly be given to the plumbing inspector.