

reported, however, does not seem to warrant the claim that the tubers will go at the ruinous prices indicated, but that they will command fair figures at least in comparison with the price of other commodities.

The yield of early potatoes is reported to be large and of good quality, and is being crowded into the market. There have been more potatoes planted in gardens this season than heretofore, for the reason that with the hard times the people tried to make available spare patches of ground for food production, and as the potato was about the handiest thing for the purpose all around the choice fell on it. This caused the demand for new potatoes to fall off from previous years, and while the early crop was as large or larger than formerly, the fact that many people were supplied from the little garden patches caused a plethora in the market.

Another condition is likely to prevail, however, with the late crop. Reports show that the acreage in this is not greatly in excess of the previous year. From many localities also comes the news that the yield will be less than average, as insects have preyed upon potato vines this season to an extent almost unknown heretofore, and consequently the crop is not doing well. Just how far this injury extends has not been ascertained, but enough has been learned to know that it is considerable, and that in consequence the crop of late potatoes is not likely to be anything near as large as was anticipated a month ago. A result will be that prices will hold up fairly well. Under this state of affairs it may be well for those farmers who have been inclined to neglect their potato crop, because of an idea that in its bounteousness it would not net them satisfactory returns, to think well before they permit any part of it to go to waste.

CEDERQUIST'S CASE.

The case of Private Cederquist at Fort Omaha, who, as told in the dispatches, was sentenced to fine and imprisonment for refusing to engage in target practice on Sunday, and whose sentence has now been remitted by the President, is the subject of warm discussion in army circles. The order for the release of the soldier is accompanied with the remark that the action is not in any way to be regarded as a justification of the disobedience of orders on the part of soldiers.

The question involved is one of the utmost importance to military discipline. It is clear enough, should the principle be recognized that the execution of a military command is left to the discretion, the conscience and moral sense of the individual soldier, the results would be disastrous in a time of war, when often everything depends on the instantaneous obedience to orders given. It is equally clear, since the military training in times of peace is but for the purpose of rendering the army effective when called out for more serious service, that the same principle must be upheld. The effectiveness of the training, on which the safety of the country largely depends, requires therefore that each soldier implicitly obey his command-

ing officers, as completely as if he had no intelligence, no will of his own; or rather, it requires that he place all his intelligence, all his will-power at the disposition of his superiors. It is not necessary to enter upon the question whether there are possible exceptions to this rule, in case an officer should command a soldier to break laws to the injury of private citizens. If exceptions there be, the force of them is but to prove the rule.

In the case of Cederquist, his proper course when commanded to target practice on a Sunday would have been to obey, clearing his conscience with a respectful protest and then to seek the redress the law gives. No possible harm could have come of this to anybody. Whatever can be said in exoneraton of his conduct as a man and a Christian, as a soldier he was guilty of insubordination.

The order of the President to bring before a court martial the officer who leased the command is regarded with much satisfaction. This command, it appears, was a direct violation of the orders of President Lincoln, given in November, 1862, and was aggravated by the fact that it was entirely unnecessary. The action in bringing the officer to justice shows that in this country the soldiers are not at the mercy of unreasonable superiors, as is often the case in European countries, where privates sometimes are punished if they do not obey the caprices of their officers and then punished again, if they raise a word of complaint against their tormentors. The sentiment in this country is that even a soldier shall have fair play, and the fact should serve to strengthen the feelings of loyalty and satisfaction in the ranks, so essential to a good, effective army.

THE BICYCLISTS.

The decision of Commissioner McNally that a bicycle is a vehicle, and further that it is wheeled, should be of considerable interest to bicyclists, as it is to pedestrians; not because his honor overruled the remarkable claim that the machine is not one "in which anything is or may be carried," in a legal sense, but because he says its rights on the sidewalk are inferior to those of the foot passenger. There is no question that his conclusion is good law, as it is good sense. Were the opposite rule to prevail, the time would be close at hand when, as a matter of self-preservation, the man, woman or child who found it necessary to move from one part of town to the other on foot would have to steal across lots or make the trips at hours when wheeled vehicles were at rest; for with bicycles on the sidewalks and wagons and carriages in the streets, there is now a continual menace to people who venture outside of the fence line.

It should be understood that all bicyclists are not to blame for a very unpleasant and unsatisfactory condition which exists in this city at present. There is a large proportion of them who handle their machines in a careful and appropriate manner, and in proper places. But there are also a great many, especially of persons whose idea of their self-importance is vastly greater

than it will be a quarter of a century hence, whose conduct is such that it should receive much more attention from public officers than it does, and which would almost justify the enactment of an ordinance forbidding bicycles to get on sidewalks at all. Teams are limited to a moderate speed per hour, and to a very slow gait at crossings, so that foot passengers may be guaranteed a reasonable degree of safety from injury. But bicyclists tear along sidewalks and over crossings at a rate of 12 to 20 miles per hour, wholly regardless of the frights they occasion, and of the rights of pedestrians. If a person, young or old, is passing along the sidewalk, and one of these dashing riders comes along, the latter confines his warning to the violent ringing of his bell, seemingly expecting the foot passenger to perform an acrobatic feat to get out of his way. Only when he discovers that the pedestrian shows a full determination to assert his rights—and not always then—does the ordinary sidewalk bicyclist give way; and very often he delights to cut as close to people as is possible, with the express object of causing alarm.

Damages ought to be awarded once in a while against a number of these reckless "smarties" who act as if they had prior rights to any piece of road they elect to pass over, and by their lack of care create discomfort and even damage for others. Their mad career may be checked by that means, and those riders who conduct themselves properly would not come in for a share of blame that is now placed on wheelmen generally, though perhaps unfairly. As to the merits of the particular case before the commissioner, that was the business of the court; but the principle enunciated that the rights of the foot passenger should take precedence over the bicyclist on the sidewalk is sound, and should be more strictly enforced than it is at present.

ON THE RIGHT TRACK.

When a man discovers that he is wrong and comes out and admits his error and turns from it, he performs a noble action. It is proper now that Eugene V. Debs, president of the American Railway Union, be given due credit for that kind of work. Like many other men, his training was with labor unions, and he learned to believe sincerely in the efficacy of strikes as a redress for grievances on the part of workingmen. When Mr. Debs organized his union, that was the prevailing notion in his mind as to the way it would achieve its victories, if any came to it. His idea was further confirmed by the success gained in his first strike, when the Northern Pacific railway had to surrender unconditionally. When the Pullman trouble came on he followed the same tactics, but, as the facts show, with an entirely different result.

This time Mr. Debs realized his error, and the mistaken policy that so long has governed labor unions in various parts of the world. Other people had seen the wrongfulness of strikes and pointed it out; but some of the labor unions did not recognize the