

from there were so conflicting that to obtain any accurate knowledge of the merits of the two causes in the strife was impossible, yet Mr. Patrick Egan was on the ground all the time. Whether he reported in the proper diplomatic style we cannot say, but facts made plain since the close of the conflict show that he failed conspicuously in furnishing his country with correct knowledge of the situation.

It is charged that his apparently one-sided conduct was the result of a money or other valuable consideration from Balmaceda. But let that go. There are other sufficient reasons why he should not have been chosen as a United States representative to Chile or to any other country. He is altogether too new a sample of citizenship to be trusted abroad on such business.

For example, he never saw this country till he came here as a refugee from Ireland under suspicion of having participated in the Phoenix Park murder. The ink was scarcely dry on his citizen's papers when he was commissioned to the post he now fills. Whatever his abilities or patriotism might have been, he was too fresh in this country for such advancement. While performing the stump and hobnob service necessary to gain so marked a distinction in the eyes of the Administration, he could not have done so very much that was of substantial value to his adopted country. Had he possessed the genius of a Webster, he did not have the time to do it. With nothing else than the date of Mr. Patrick Egan's citizens papers considered, his appointment as a minister of the United States to a foreign republic is a slight upon American citizens of maturer standing and greater familiarity with our national affairs.

ARGENTINE'S RUIN.

ANOTHER piteous wall comes up from Argentine. This time it is not demoralized finances that is causing the cry of despair, but the utter demoralization of social order. Since the land sharks and finance brigandage completed their looting of the country's treasury, ravaging her stocks and foreign securities and literally prostrating the government, a less cultivated crowd of robbers have taken possession and are running the affairs of the state on the pistol and bowie-knife plan. As a result foreign residents are leaving the country in swarms. During one month, says a Buenos Ayres paper, over 2000 European workmen were taken from that city by two steamers. This is only an ex-

ample of what is going on regularly. The exodus is compared by the reports to the desolation of a plague or a civil war, so deep is it affecting the class of population most desirable to the country.

A large proportion of these people, says the report, are inclined to agricultural pursuits, for which Argentine offers more than ordinary inducements, but they behold the most shocking murder perpetrated with impunity and evidently prefer to establish themselves in a country where law and order is such as to enable them to sleep in comfort without a pistol under their pillow.

With such a sentiment in their bosoms they will not be likely at present to come this way to find homes. But that is a side matter, which makes no less pitiable the misfortunes of Argentine.

This picture of temporary ruin coming from the South American republic is so perfect a product of the present period, that it ought to strike every reader with a particular interest. It was only a few years ago that the promises of prosperity in Argentine were so great as to attract thither hundreds of millions of foreign capital. But it went there not to build up but to speculate, and with it went the speculating horde in all of its innumerable varieties and professions. For a little while after this portentous arrival Argentine was proclaimed the most splendid country on earth. It was the speculator's trick to go his full length in babbling this idea into the ears of the world. Nothing has compared with the tales that were told of this little republic in all the history of the boom period. Of course a great many men made big profits while it lasted and Argentine became wonderfully advertised.

But the ballooning business would not carry its weight over the first head wind. With the first shock it tumbled, and such a spill has been witnessed only a few times in the history of speculation. That it carried down with it next to the most powerful financial concern in the world, and ultimately caused the ruin of thousands of strong establishments that had not a shadow of interest in the Argentine collapse, sufficiently explains the magnitude of the speculation.

And now that the speculators have had their run, what is there left for the country? Simply a season of utter helplessness almost as degrading as its aboriginal barbarism.

There appears no great occasion for moralizing upon the situation. The whole routine of causes and results are so easy to be understood and are being so perfectly exemplified on every side of us that to know is to comprehend.

YOKOHAMA TO LONDON IN TWENTY DAYS:

THE steamship "City of New York" arrived in Queenstown at 2 p. m. on the 8th inst., having crossed the Atlantic in 5 days, 22 hours and 50 minutes. She had on board the mails of the Canadian Pacific Railway, from the steamer "Empress of Japan," which left Yokohama on August 19th.

The history of this voyage is more than interesting—it is marvelous, inasmuch as it brings London and Yokohama, in Japan, within twenty days travel of each other. On August the 19th, the steamship "Empress of Japan" left Yokohama with the Chinese and Japanese mails. On August 29 she arrived at Victoria, B. C. There a Canadian Pacific special train took the mails and started across the continent.

The special made the run to Brockville, on the St. Lawrence, in three days. The mails were speedily transferred beyond the river to Morristown, N. Y., where a New York Central special train was in waiting which took the mails and started for New York City. The special left Brockville at 9:45 on the evening of Sept. the 1st, arriving in the Grand Central depot at 4:43 next morning. From Utica to Albany, 95 miles, was made in 90 minutes, from Poughkeepsie to Gold Spring, 21 miles, in 20 minutes, and from Croton to Yonkers, 19 miles, in 16 minutes.

The "City of New York" was to sail at 5 a. m. on the 2nd. The mails were transferred from the Grand Central depot and placed aboard of the steamship in 27 minutes, and the great ocean greyhound started at 5:10 a. m. She arrived, as the dispatch this morning states, in Queenstown at 2 p. m. on the 8th inst., so that there is ample time for the mails to reach London in twenty days.

It should be remembered that the overland train averages for long distances fifty-five miles an hour. This shows that our Canadian neighbors are fully as competent as we are in the management of railroads, and that their great continental highway is also as fully equipped as ours. It is questionable whether any of our roads could perform this feat in the time mentioned. The world moves, and marvels increase with its progress.

THE NEW SALT LAKE CITY.

IN THE Camden, New Jersey, Courier of the 1st inst. appears the following graphic picture by a special correspondent of Salt Lake City as contrasted with its condition in the old times: