

EDITORIALS.

THE House of Representatives has taken action on the report of the Committee of Military Affairs, which was authorized to investigate the expulsion of certain cadets and their subsequent enforced resignation from the Military Academy at West Point. It seems that three cadets, whose names are Baird, Fleckinger and Barnes were absent from their quarters without leave, and when questioned about their absence, they denied it. The members of the first class were offended at their conduct, and determined to take their punishment into their own hands, so they called on the offenders and dragged them out of bed, furnished them with citizens' clothes, and drummed them out of town, warning them never to return. The officers of the academy, instead of taking steps to arrest and try the first class for their outrageous conduct in taking the punishment of their fellow cadets into their own hands, gave official expression to their belief that the class were actuated by good motives in taking this action, and suffered the first class to continue on duty as cadet officers, virtually placing the government of the academy and the maintenance of its discipline into its hands. The officers also advised the three cadets to resign, and urged the immediate acceptance of their resignations.

The committee in its report censured the officers of the academy for their conduct, and closed by recommending the adoption by the House of the following resolutions:

Resolved. That the House of Representatives recommend to the Secretary of War to restore Cadets Baird, Fleckinger, and Barnes to the Military Academy at West Point, to take effect with the beginning of the next academic year, and then permit them to proceed with the fourth class without further punishment for the offense heretofore committed by them.

Resolved. That the House of Representatives recommend that the Secretary of War convene a Court of Inquiry for the purpose of ascertaining what members of the first class were instigators and leaders in the affair of January 3, at the United States Military Academy, and that such leaders and instigators be at once dismissed from the Military Academy, and the remaining members of the class engaged in the affair be punished in the discretion of a general court martial, to be convened for their trial.

It will be seen that these resolutions have been adopted by the House, and it is decreed that dismissal shall be the punishment of the leaders and instigators of the first class, and court martial shall decide what the fate of the others shall be. We see it stated that the leaders of the class in this riotous affair are a son of President Grant, a son of Col. Townsend, Adjutant-General, and a step-son of Admiral Dahlgren. They were probably encouraged or thrust forward by their comrades with the view that their influential relatives would screen them from punishment; but the House Committee and the House itself take a different view of the case. This is not the only time that the first class at West Point has been guilty of taking affairs into their own hands. Four years ago, a part of the first class took a cadet and, without any cause, branded "thief" upon him, and drummed him from the Point. The instigator of the offence was tried by court-martial, convicted and sentenced to be dismissed; but, on application to the authorities at Washington, the sentence was remitted, and the House Committee in speaking of this transaction say that "the recent outrage must be regarded as in part the fruit of the clemency then shown."

Should these resolutions be strictly carried out the first class will be likely to discontinue this kind of "gentlemanly" amusement.

The *Journal of the Telegraph* is published at New York in the interest of telegraphy. Magnetic motive power the editor of this journal feels strongly induced to hail as the coming worker for millions of men and for purposes innumerable. He says if he is not mistaken, we are in the dawn of a new, economic, safe, efficient motive power. He proceeds to state to his readers what he has seen.

"A few days ago, he says, we accompanied, on invitation, several gentlemen to the works of Mr. H. M. Payne, of Newark, N. J. On a small shelf we found a Daniels battery of four cells, the ingredients of which were the bichromate of potash in the porous cells,

and dilute sulphuric acid, of ordinary strength, in the outer vessel. It was entirely inodorous. Beneath it, firmly bolted to the floor, was an iron circular frame, of a diameter of about eighteen inches, the width of the periphery or rim being about five inches. Five apertures equi-distant were cut into the edge or face of this iron case, three and a half inches in length and of the width of the frame. Into these were inserted the faces of five iron cores, coiled with what seemed to us No. 14 covered copper wire, standing out from the frame and firmly fastened thereto. In the interior was a wheel, on whose rim were set six additional magnets, the same as on the iron case, and so set that the faces of the magnets in their revolutions would meet each other at different yet regular periods, corresponding with the double crank device in locomotives to prevent a dead centre. By acting on the periphery, all waste of power was, of course, avoided. On the shaft which extended from the magnet wheel, there was placed a belt wheel of the usual diameter, connecting with a wheel shaft on the ceiling, which, in its turn, was connected by a belt with a circular saw on a bench. No power was gained by the diameter of the wheels, as they were all equivalents of each other. The wires were then connected, when, on the instant, great rapidity of motion was at once acquired, the floor of the room shaking violently with the power developed. Pieces of wood were sawn rapidly, and without apparently disturbing the rapidity or evenness of the motion. Two gentlemen, weighing 170 pounds each, endeavored to stop the motion of the wheel by the pressure of a concave brake, having a surface six inches by four, bearing on the belt wheel, but without visible effect. This rapid and effective action has been watched nine consecutive hours by investigating parties, without any perceptible decline of power and with a consumption of less than half a pound of zinc, a cost of less than half a cent per hour. The power developed was rated at two-horse, and can be maintained for twenty-four hours without intermission at a maximum cost of ten cents. Such at least is the statement made to us by Mr. Payne, and confirmed by a well known gentleman, who thoroughly examined it. By increase of diameter and width, or by multiplication of wheels, and the number of magnets, the power can be largely increased, so we were assured, by the same number of cells. This was proven by the fact that by the addition of wire in the circuit of sufficient length to surround another set of magnets, no diminution of power was apparent, although the action of the battery was necessarily less; thus another wheel with similar power could have been added. The four cells we saw were stated as capable of maintaining the speed and power produced in our presence for sixty hours without renewal, at the cost of about a single stage fare on Broadway per day."

In referring to the wonderful extent to which this new motive power may be applied, if the statements made concerning it prove to be correct, the editor says:

"We may yet see the Atlantic crossed by huge vessels, propelled without an ounce of coal, by a power the initiative of which the captain may place beside his writing desk in his cabin, which a child can apply, and the slightest finger may stop. The begrimed furnace-man may then come out from these lower hells and walk the deck as clean as the passenger, and the blazing fires be put out. And it may be that in the mysterious workings of the Almighty, these electric forces which are on every hand developing themselves as the life of the world, quickening its pulses from pole to pole, the cause of growth and the cardinal element of a power the limit of which is yet unknown, may be ordained to remove from man part of the curse of toil, unbending the laborers' back and making him to stand erect as at the first."

It was John Randolph we believe who, in speaking of Washington, called it "the city of magnificent distances." But since his day great changes have been effected at the capital of the nation. From an article in the *Washington Evening Star* on "The Status of Washington" we learn that in 1860 Washington stood number seven in respect to the per centage of growth, showing an increase during the decade then ending of 52.73 per cent. Of the fourteen cities which were ahead of Washington in point of population at that time, six led her in the quantity of per centage of increase, as follows, in the

order named: Brooklyn, St. Louis, Buffalo, Philadelphia, Louisville and New York. But in 1870 her rank among the fourteen cities then containing over one hundred thousand inhabitants, in respect to per centage of increase, was number four, being led in this trying test of growth only by the cities of Chicago, San Francisco and St. Louis, in the order named. The per centage of increase in Washington during the last ten years was 78.80, while that of the three cities leading her was, respectively, 173.70, 163.20 and 93.40.

From this it will be seen that the ratio of increase of population in Washington has been greater than that of any of the larger cities on the Atlantic slope.

JOHN W. FORNEY, in his "Anecdotes of Public Men" illustrates the business sagacity of Stephen A. Douglas by relating how the latter induced him to purchase a share in Superior City, at Fond du Lac, the head of Lake Superior. He borrowed \$2,500 for the purpose; and then, at the request of Mr. Douglas, divided his share equally with a friend. He cut his remaining half-share into five parts, and sold and gave three-fifths to other friends. He realized \$21,000 from the remainder. He closed by saying: "For that I was indebted to Stephen A. Douglas," and plausibly adds—"God bless him." When a man makes a fine speculation like that he is apt to feel good; and it is perhaps lucky for the "little giant" that the venture turned out well; for if Mr. Forney's purchase had resulted in loss, the recollection of that borrowed \$2,500 would have so troubled Mr. F. that the anecdote, if told at all, might have had a less pious termination.

THE *American Builder* (Chicago) for February, contains an excellent editorial article on the need of skilled labor; in which a comparison is instituted between the English and American methods of training workmen. The writer explains the reason for so frequently choosing foreign workmen to labor in many of the American manufactories, particularly what may be termed the commercial industries. The American workman, while often a valuable man, is noticeable rather for his adaptability and originality than in qualities of precision and thoroughness of execution; but the European workman travels in a clearly-defined and beaten track of labor; and having a special end in view does his work with almost absolute skill. For the performance of a special work the latter workman is superior to the American; but when a man is required to adapt himself to circumstances the American is undoubtedly superior. The writer argues that it is for special work that the laborer is in nine cases out of ten required. The men who attend looms, or lay brick and stone, or work at the forge, are not expected to ever "change work," as do the farmers in the country, and help each other in time of need. Were this the case the American adaptability would be more valuable; but what is wanted is workmen who can do the work skillfully and perfectly, and of such men, the writer says, there are not enough.

The cause of this difference between the workmen of the two continents he attributes to the different systems of apprenticeship which prevail here and there. It is certainly not in lack of ability on the part of the American to master the details of a trade; but there is a shrinking on the part of both parents and children in this country from the long term of apprenticeship, which is necessary to form a finished workman. He says that it should be understood that the boy who spends five or seven years of his early life in becoming equal to his work, is likely to be much better off at the age of thirty than one who, without preparation, begins at once to receive wages which even unskilled labor commands in America. The apprenticeship system, as practiced in England and other countries of Europe, is doubtless attended with many evils, which press too hard upon the indentured youth; but he is compelled to admit that the system produces excellent workmen. He is in favor, however, of discarding these evils, and adopting a system by which young men will receive the necessary education for the proficient performance of their work. In the west there is a glut of untrained muscle, and skilled labor is ever in demand; and the man who has devoted himself to his trade for years and knows its every trick, and has acquired the manual dexterity in execution which comes by long practice can always obtain a good price for his services. Such men are accustomed to the careful per-

fection of their work and deem it almost a sin to slight any portion of it; but the man who enters upon the duties of his trade deficient in that knowledge of its requirements which is most essential is full of devices to diminish labor and seeks to do his work quickly and not with that exactitude and care which are necessary.

THE Suez Canal has now been opened over a year, and there has been time to test the chances of its success as a financial undertaking. The *London Economist* of a late date has an article in relation to it, and if its statements are correct, the results of the year's business are very unsatisfactory and furnish no grounds to hope that, financially, this great engineering feat will prove successful.

The *Economist* says that an annual trade on the canal of from two to three million tons was anticipated by the most sanguine of its promoters and supporters; and that with a trade of between one and two, at ten francs per ton,—the tariff charged, it would have paid very well; but the receipts of the year's business amount to only \$240,000,—the cost of freighting 600,000 tons. Even this trade, as far short as it falls of what was anticipated, the *Economist* attributes to extraordinary luck,—the result, as it says, of remarkable mechanical invention and progress since the canal was commenced, and the almost exclusive use upon it of a class of screw steamers, which were it not for this trade would otherwise be mostly laid up; and had it not been for these causes it would have been a stupendous failure. As it is, "how it shall be kept open" is a question, for though the gross receipts might be sufficient to pay the working expenses, it would require double the entire amount realized the past year to pay the annual claims of the debenture holders.

COMPLIMENTARY. — The following complimentary notice, from the *Kansas Daily Tribune*, is well deserved by the gentleman to whom it refers:

"Beverley R. Keim, the present general ticket agent of the Kansas Pacific Railway, who a few days since succeeded Col. Gemmell, has now fairly entered upon the performance of his responsible and arduous duties. From what we have learned of Mr. Keim, we congratulate the company on the acquisition to their already efficient corps of one of the most competent and experienced railroad men in the country. Mr. Keim was originally from Reading, Pa., and is a son of Gen. Keim, of that place. For fifteen years he has occupied important positions in the railroad business. He was for many years connected with the Warren and Franklin Railroad, of Pennsylvania, as general freight and ticket agent. He left this position a few years ago, and was appointed assistant general passenger agent of the Union Pacific Railroad, which place he has just left to accept the office he now holds. As a citizen, Mr. Keim will unquestionably be a desirable and pleasant addition to our society.

We regret very much to learn that he recently met with so severe a loss in the death of his wife and mother, the more so that the double sad event occurred while he was absent from the loved ones.

We hope Mr. Keim will be pleased with his present position, and remain with us a long time."

THE *Louisville Courier-Journal* says that if anybody had met Christopher Columbus in the middle of the Atlantic, and told him that he was in the act of discovering a country that would ultimately fall into the hands of such an Administration as the present, he would have gone back home and stayed there.

A LADY correspondent writing from Virginia, Nevada, to a San Francisco paper, in speaking about the Territorial *Enterprise* of that place says, the paper "is popularly supposed to be in the interest of the bank ring, who are quietly advocating the annexation of Utah to Nevada."

CHANGES ON THE UTAH CENTRAL.—At a meeting of the Directors of the Utah Central Railroad, on the 16th inst., the following resignations were tendered and accepted: Hon. Jos. A. Young, as Superintendent, and John W. Young, Esq., as Secretary and Treasurer. The following appointments were made: Superintendent of the road, Col. Feramorz Little; Secretary and Treasurer, President Brigham Young,

Pittsburg at night reminds a stranger of "hell with the lid off."