

Cave, Ky., and built his first albatross machine on a large scale. It was intended to carry one man—himself—weighing 180 pounds. With this machine he experimented two years, and on one occasion, at Eden's pond, near Mammoth Cave, soared in the air for three-quarters of an hour. He says he could stay up in the air for an indefinite time under the same conditions. Mr. Paul states that one day when the wind was pretty high his "albatross" machine lifted nine men from the ground and almost carried them up into the sky. Three of the men were newspaper reporters.

The present model cost for construction the sum of \$480, and it is nothing but a soaring machine. It is the plan, when all the details have been perfected and its success established, to build a much larger machine, capable of carrying five or six passengers and equip it with a motor and propeller.

The various attempts at solving the problem of soaring through the air instead of crawling along the surface of the earth cannot but be viewed with the greatest interest, for the accomplishment of that feat will have an immense influence on the further development of human society in all its ramifications. Its significance is hardly less than that which was attached to man's first effort at crossing a stream on a floating log, from which probably the whole modern science of navigation has sprung. One effect may be the bringing together in closer fellowship the nations of the earth and consequently the hastening of that era of brotherhood and peace for which mankind is longing. Speaking of this subject one of Mr. Paul's friends and supporters writes:

I am glad to believe that when man succeeds in flying through the air the ultimate effect will be to diminish greatly the frequency of wars and to substitute some more rational methods of settling international misunderstandings. This may come to pass not only because of the additional horrors which will result in battle, but because no part of the field will be safe, no matter how distant from the actual scene of conflict. The effect must be to introduce great uncertainty as to the result of maneuvers or of superior forces by the removal of that comparative immunity from danger which is necessary to enable the commanding officers to carry out their plans, for a chance explosive dropped from a flying machine may destroy the chiefs, disorganize the plans and bring confusion to the stronger or more skillfully led side. This uncertainty as to results must render nations and authorities still more unwilling to enter into contests than they are now, and perhaps in time make wars of extremely rare occurrence.

VOTE FOR GOOD OFFICERS.

"When the wicked rule, the people mourn," is the expression of a truth which some of the people of Utah, as well as of other states in the Union, have been experiencing for some time past. In the more populous centers of this State a great burden of debt rests upon those who must furnish the "sinews of war" to keep the government in motion; the property owners are taxed to near the utmost limit, and many holders of humble homes as well as some of

pretentious dwellings are racking their brains as to how to raise money this year to save their homes from being sold for taxes. The infliction of this excessive burden is not properly chargeable to either of the great parties as at present divided in this State as such, but to that or those whose administrations plunged the people into debt, which load of interest and liability present administrations must levy taxes to meet. In Salt Lake City an administration of four years incurred an indebtedness of two and a half millions, with nothing to show as a commensurate consideration therefor; and the debt and a heavy interest hereon must be paid. In Salt Lake county, during the same period, a like burden of the slavery of debt was imposed upon the people. The result is that present administrations and those for years to come must grind and grind and grind to escape from the load. When the administrations which incurred those debts are judged by their fruits, which are that the taxpayers indeed do mourn, then according to the maxim quoted, there was a rule of the wicked that brought about such a condition.

Now comes one more opportunity—probably the best for years—for the people to ward off the burden of wicked rule, that to time the mourning referred to shall cease. Political parties are now nominating their candidates for local officers, and party orators will urge the members of such parties to "vote the ticket straight." This is good advice when there is no ground against a candidate that in a ruling position he would align himself with "the wicked" who aggrandize themselves at the expense of the people. But when the latter class of candidates appear there is good ground for making an exception to the rule; and if the voters do not make the exception, then the claim of popular government is a sham, and convention partisans and tricksters, and not the people, do the governing. But where the people revise the action of conventions, the latter are much more careful to do the right thing than they would be under other conditions. The tickets which the parties put up contain some good men—and that includes women where nominated in this State—for the positions sought; they also contain some bad men, when it comes to measure them by the ideal office-holding qualification. The latter class ought to be elected to stay at home, for the people's good.

When honest, high-minded candidates are put up for office, such qualifications are above the lines of partisanship, whatever may be their leanings on political questions in the nation at large. If elected, their administration of local affairs is reasonably sure to be of a kind with themselves. When bad men are elected, their administration is of their own type. Put a scoundrel in office, and no matter how many legal restrictions are placed around him, he will find a way to plunder the people. It does not do to even try a bad man here and there in the hope of working him for his smartness or the good that is in him. In some way he will contrive, by his shrewd practices and combinations with others of his

kind, to trick and deceive the best of the others. It is a hard thing for an honest man to catch a thief; and it is much harder to stop that thief from stealing. So with other lines of rascality.

Hence, in political parties the people should sustain, not alone the best men there, but good men; and if the party has not a good man, some other should be searched to find him. So at the polls, the voters should give wicked men "the cold shoulder," lest the people be made to mourn. It is a good scripture, of force and practical application by the common sense of the people, and co-existent with the truism first quoted in this article, which says: "Wherefore, honest men, and wise men, should be sought for diligently, and good men and wise men ye should observe to uphold; otherwise whatsoever is less than these cometh of evil."

A HERO IN THE RANKS.

The action of Charles Wilkins, a locomotive fireman in the employ of the Northern Railway of New Jersey, on Saturday morning last, deserves a place in history to indicate to future generations the heroism which finds frequent expression in deeds in this age, and which should prove an incentive in others to like acts of unselfish courage. Four tracks lie side by side at the western approach to the Bergen tunnel, near Jersey City. The train on which Wilkins was came around a curve just west of the tunnel's mouth at the rate of about twenty miles an hour. As soon as the engine was on the straight track Wilkins, glancing ahead, saw a woman in the track of his own engine, and as he watched her she stepped hurriedly over to the Erie rails, where she stood, apparently waiting for his train to pass. As Wilkins' train was borne down on her an Erie passenger train shot out of the tunnel behind her at the rate of thirty miles an hour. The roar of both trains was in her ears and she was paralyzed with fear. In a few seconds the Erie train would be upon her, though the Northern would reach the point first. Wilkins grasped the situation at once. "Slow down; I'll jump for her," said he to the engineer. It was a desperate risk of his own life. Brakes were applied, and when his engine was about thirty feet from the woman, Wilkins jumped. The Erie train was within sixty yards, and a slip meant death under the ponderous wheels; but the fireman did not slip. The woman saw him, but terror held her there. She screamed when he seized her, as if his touch had given her voice. She was no light-weight, but Wilkins raised her in his arms and leaped to the strip of sand beside the track. Her feet had scarcely cleared the rails when the express thundered by, the wind of its verging the woman and her rescuer with dust. Wilkins did not stop to ask why she was there or what her name was. He saw that she was uninjured, and however frightened, did not appear to be one of the fainting kind, so he ran away from her shrieks, crossed the Erie track again, and as his own train, the speed of which had been reduced, went by, he swung himself aboard the rear car. Three hundred passengers were