

In a duel murder the same as in other cases, which undoubtedly it is, the presence of premeditation and malice and the absence of passion added to the homicide constituting the exact definition of murder in the first degree.

It is a peculiar line of honor which, being offended, can find appeasement only in bloodshed, more particularly when the "code" makes no discrimination as to whose blood it is. The one who is outraged in his person or feelings, or so considers himself, is required to run the same risk and be as much a target as the offender; he must fight on equal terms and the "honor" is satisfied no matter what the outcome. It is one of the heritages of our darker days that is insidious and dangerous because surrounded with the glamour of a false gentility and invested with the forms of a perverted respectability—the "gentleman's method," as it is called. Strip the practice of these false assumptions, make those who participate in it common felons on an equal footing with all others, and it will soon become as completely unpopular in France, Germany, Italy and in other European countries as it has in Utah and most other places of the United States.

FOR THE OTHER POLE.

Yesterday, August 15, the steamer *Belgica*, which for some weeks and months past has been sitting out at Antwerp, was to start on an expedition to arctic polar waters. The leader and organizer of the enterprise is Lieutenant de Gerlache, of the Belgian navy. All funds were assured at last reports, and the Belgian chamber of deputies voted an additional credit of 60,000 francs for the project. The vessel has been specially strengthened for ice navigation and arranged for the convenience of scientific workers; she is also provisioned for three years. A laboratory has been built on the deck, and the expedition will be particularly devoted to geological and zoological research. This Belgian expedition will be the only one in the Antarctic field.

FASTEST IN THE WORLD.

An American railway train, the Empire State Express, has claimed and for a considerable time maintained the honor of making the fastest time of any train in the world. Later the palm was won and held by the Caledonian railroad, Scotland, which ran a regular passenger train on a schedule of about 60 miles per hour; this being considerably higher than the booked speed of the New York Central train.

But now, according to the Scientific American, the honors come back to America again, the distinction of running the fastest train in the world belonging to the Atlantic City railroad. The new train leaves Camden at 8:48 p. m. and is timed to reach Atlantic City, 55½ miles distant, at 4:40 p. m. The new service was inaugurated by a train which, in spite of the fact that it started 2½ minutes late, reached Atlantic City 1½ minutes ahead of

time, the 55½ miles being run off in 48 minutes, or at the rate of 69.35 miles per hour. The train sheet shows that the 48 miles between Egg Harbor and Brigantine Junction were covered at a speed of 82.26 miles per hour. Judged by the mere standard of speed, this was an excellent performance. Even if it had been maintained by a special drawing one or two coaches, it would be worthy of record; but when it is remembered that the train weighed 320,300 pounds and that much of the distance was run against head winds and in a heavy thunderstorm, the feat becomes truly exceptional.

For the benefit of those who are interested in the details of the feat, it may be noted that the train was made up of one combination car, three passenger coaches and a Pullman vestibule parlor car. It was hauled by a Baldwin four cylinder compound with cylinders 13 inches and 22 inches diameter by 26 inches stroke. The seating surface is 1,835 square feet, the drivers are 7 feet in diameter and the total weight of engine and tender is 228,900 pounds. The total weight of engine and train was thus about 273½ tons. It will be seen that the locomotive is a powerful machine, its weight being about two-thirds that of the train, and the distance is short compared with that covered by the Empire State Express. On the other hand, the Atlantic City train was longer by one more car than the New York Central train, and its booked speed is about 11 miles per hour faster.

THE TABES.

There are tracts of land in and near this city which the owners would no doubt consider worth a thousand dollars an acre, and which are nothing better than propagating beds for vile weeds, to offend the eye of the passer-by and annoy the neighbor. The same criticism will apply to some of the streets in the outskirts of the city, where street cars and wagon traffic have maintained a way through the dense growth which tangles alongside like the close underbrush of a forest. An hour or two of work with scythe or mower would correct the evil, resulting in the improved appearance of the property, and the increased value and cleanliness of adjacent property.

On general principles we hold that a man who has more land than he can rid of weeds is the owner of more than he ought to have. No property owner has the moral right to permit such an injury to his neighbors, to say nothing of the misuse or waste of the fruitful soil which a kind Providence has fitted for the sustenance of man. It might be an undue resort to paternalism, yet it is almost to be desired that in the interest of the great majority, the law step in and compel the shiftless, lazy land-owner to clean up his premises. The city itself is not altogether free from blame; for if it has more streets than it can take care of—at least to the extent of keeping burr, pig-weeds and sunflowers mowed down—it ought to restore the excess to the public domain in some way or leave it out to someone who will take care of it. A general war on weeds is one of the needs

of the day. The hour is ripe as are the weeds themselves, and every delay only makes the evil more grievous.

SENATORIAL CHANGES.

This is what is commonly called an "off year in politics," the term referring to the fact that not only is there no Presidential contest on, but that even the choice of members of Congress is spared a tired people. Nevertheless the autumn campaign will not be wholly without interest from a national standpoint, since in many states legislatures will be chosen which will elect United States senators. Thirty of these worthies go out of office on the 4th of March, 1899; thirty more on March 4, 1901, and still another thirty on March 4, 1903. The total number of states now being forty-five, the full senatorial complement numbers ninety.

The New York Sun makes a careful analysis of the changes in complexion that are likely owing to these earlier changes, all of which will have a degree of interest for most readers. For instance, of the thirty senators who will go out of office in what has sometimes been called "the next batch," fifteen are Democrats, eleven are Republicans, three are silver Republicans, and one is a Populist. The loss to the Democratic side probably will be more serious than to the Republicans, not merely in numbers, but in respect of the men who go out. Among the Democrats whose terms expire are Arthur P. Gorman, of Maryland; Charles J. Faulkner, of West Virginia; John L. Mitchell, of Wisconsin; and David Turpie, of Indiana. Turpie has already announced himself as a candidate for re-election two years hence, but he, like Faulkner, Gorman and Mitchell, is by no means sure of re-election, for the three states from which these senators come were carried by the Republicans by large majorities in November last. Whatever chance of Democratic success there may be in Indiana, there is less in the other three states named. Senator Gorman has been in the Senate since 1881. Senator Faulkner became a United States senator in 1887.

The terms of some of the best known Republicans, active and influential as members of the Senate, expire on March 4, 1899, but these senators happen to hail from states in which the supremacy of the Republicans is so well established that the possibility of Democratic success is hardly to be considered. In the list of these senators are Nelson W. Aldrich of Rhode Island; Matthew S. Quay of Pennsylvania, now more than ever a Republican state; Henry Cabot Lodge of Massachusetts; Cushman K. Davis of Minnesota; Eugene Hale of Maine, and Rufield Proctor of Vermont. In no one of these six overwhelmingly Republican states is there any prospect of Democratic success.

New England is now without a Democratic senator. The four middle states, New York, New Jersey, Pennsylvania, and Delaware, have three Democrats, all of whose terms end with the next change in the Senate. One of those whose terms expire is Edward Murphy of New York; an-