THE EDITOR'S COMMENTS.

DESTINATION OF UTAH SOLDIERS.

It seems tolerably certain that the two Utah batteries now in San Francisco will go to the Philippines. That was the destination for which they left this State, and no orders have yet been issued to change it. But it seems doubtful whether the troop of cavalry that left Utah for the same destination and is now in San Francisco awaiting developments, will go there. It is said that the climate of the Philippines is unendurable to American horses, that suitable cavalry horses cannot be obtained on the islands, and that for these and other reasons no cavalry will be sent there. In this connection it is further stated that the troop of cavalry from Utah may be assigned to garrison duty at some point on the coast.

The act of the Hawaiian government in permitting United States war vessels to take coal at Honolulu is a violation of the law of nations that makes the little mid-ocean republic the foe of Spain, and is regarded as another step to its annexation by this country, and its consequent occupation by American troops. Hence the possibility that some of the Utah volunteers, either those who have been or those who are to be recruited, may be sent to the Hawaiian islands. It has been intimated in the dispatches that Torrey's Rough Riders might be sent west, but up to date their destination as officially determined is Cuba.

Making allowances for future changes of existing arrangements, it seems more than likely that Utah will have her soldiers very widely scattered, and that some will be in Cuba some in Hawaii and some in the Philippines, with a possibility that some will be doing garrison duty on the Pacific coast.

ELECTRICAL IMPROVEMENTS.

Electricity is a very important and useful factor in war as well as in peace, but its mission in either case has by prospective comparison but fairly begun. It is now proposed to have an advisory board, to which the government can submit important matters, by electrical means, relating to offensive and defensive measures. A suggestion has recently been made to the Institute of Electrical Engineers that such a bureau be organized, to be made up from the colleges, universities and electrical societies of the country. It would, of course, be subordinate to the regular electrical staff of the government, but would at the same time be an able an efficient ally. A writer in an eastern paper declares that such an organization would, in fact, be the "brains" of electrical war prosecution, in contradiction to the "hands" which would be represented hy those in active service at the front. While America has gone beyond any other country in the construction of electrical war appliances, the whole field is yet in a tentative state. Many apparently valuable inventions have yet to be put to a practical test, and may problems have to be solved before much electrical machinery on which great hopes are now resting will be reduced to the plane of assured and standard practice. The solution of many of these problems, by the aid of the experience gained in the present conflict, could with advantage be entered on by the proposed bureau, which could also receive, pass upon and if necessary recommend for the adoption of the government any new inventions for increasing efficiency of the army or navy and promoting the effectiveness of measures for the defense of the country.

Another authority on the same subject declares that in nearly all marine electric installations sufficient consideration is not given to the question of providing adequate spare or duplicate plant. Every boat that is used for passenger traffic, except, perhaps, the very small ones, should be fitted with at least two sets of plant. By this is meant not absolutely duplicate plant in all cases, but a safe rule is to have the additional set capable of running about two thirds of the entire number of lamps. The ordinary plant will thus be equal to all the work, except in case of accident, when the other plant will come in.

Before a great length of time has passed, it is expected that a large increase in the number of electric motors used on board ship will be made, and it seems quite probable that electric wires will be made to take the place of steam pipes, which do so much in the way of encumbering decks and obstructing movements. There are a thousand and one items pertaining to mechanism in all its forms, on sea and land, that can be simplified and made more useful at the same time by such substitution as that herein suggested. This is coming along piecemeal but with gratifying rapidity, showing that the more that is known regarding the utility and power of the subtle fluid the more there is to be known. After awhile there will be no clumsy, ponderous motors, comparatively speaking; they will be supplanted by mechanism less bulky hut more powerful and easier to manage, while the saving in fuel alone would be a matter of sufficient consequence to cause things to be pushed hard and fast in that direction.

THE OREGON'S GREAT TRIP.

The dispatches of yesterday gave an account of the arrival of the battleship Oregon at the waters fronting Santiago harbor on May 31, at which time and place she joined the fleet which is blockading that position. She left San Francisco on the 22nd of last March under orders to join Sampson's squadron and proceeded steadily, almost uninterruptedly, on her long voyage to the waters of the North Atlantic, a distance of nearly 13,000 miles, made up fully to that figure by the trip from Key West, occupying from start to finish two months and nine days. During that time the vessel traversed through every variation and almost every degree of climate from equatorial heat to almost polar coldness, and from temperate to severe. The weather grew gradually warmer as the vessel plunged along through Pacific waters until arriving at the earth's meridian, just off the northern coast of Ecuador, after which the situation was reversed, the temperature becoming gradually but steadily cooler until Cape Horn was rounded, where it must have touched, if it did not go below zero, then north along the South American coast, emerging from the frigid climate into slowly developing geniality, again crossing the equator and running through a zone of torrid heat back to the recurring temperate conditions prevailing off the Caribbean Sea and then the Gulf stream.

The ships of the line might well give the Oregon a warm and bolsterous greeting when she bore proudly yet defiantly down upon the scene of her deadly activity to come. No other ship had ever accomplished so much in the presence of such real and threatened dangers without having one accident, losing one man or in any way damaging its ponderous mechanism. Other craft have at various times in the world's history made longer voyages both as to time and the distance covered; but no other has ever made a continuous sail for more than half the distance around the globe in the brief period of seventy days, and none other ever accomplished half as much without having repairs to make or replacements to provide at the end of the journey. The Oregon's machinery was in as perfect order when arriving at Jupiter Inlet as when leaving San Francisco, and she had no repairs to make en route. If this had not all actually occurred, if it were not generally known and some one skilled in depicting events had written and presented it to the world, the story would be ridiculed and wholly disbelieved, which goes strongly to confirm the adage that truth is stranger than fiction.

Among the wonders of modern achievement the battleship of today stands well to the fore. As a great fighting machine one would without being otherwise shown think it a clumsy, unwieldy, contrivance; but how different is the case! It is not perhaps as graceful in its outlines as one of the first-class ships devoted to commercial pursuits, nor in fact as almost any other style of water craft; but it possesses a certain majesty as it plows through the water, lashing it into seething foam and filling the air with dazzling, silvery spray that no other vessel ever equaled and that makes up abundantly for any apparent lack of mere grayhound symmetry. Indeed, some of the lighter and even larger craft would be left astern by the battleship, and in the matter of endurance, as partly shown, none of them can equal it.

GLADSTONE'S WORK REVIEWED.

"He had international reputation and was the real leader of his party when Abraham Lincoln was still an obscure Illinois politician. He was an old man, retiring with broken health, never to appear in public life again, as every one thought, when the statesmen of our reconstruction period were earning their laurels. And when only one or two of them were lingering in feebleness bordering on senility he was still shaping the policies of his party and the destinies of the British empire as its prime minister."

These lines are from the New York World, and relate to him who in life was called the Grand Old Man, and is a portion of a posthumous review, partly eulogistic and partly critical of his career.

Opinions vary and will continue to vary regarding Gladstone's place among the publicists of the nineteenth century, but none, it may be said, would have the temerity to say that when he is weighed in the balances and tested by the same means that other men who have passed above mediocrity have been tested, his place is far from the head. It is yet too early to give an accurate judgment or one wholly free from prejudice regarding the man's life-work, because so faulty are the means by which the human animal arrives at conclusions regarding the persons and things that are nearest him while they are near, that an unbiased and unprejudiced verdict can best be rendered when the place among us which he filled is vacant. We then turn our attention, freed from the clogs of partiality and dislike a little at a time, and