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A FUNNY PROOF.
The discussion of the question of Church interference with politics has had the effect of convincing many of the fact that there is absolutely no foundation for the charges of the anti-Mormon. Of course, the special pleading for a partisan cause continues their assertions, insinuations, and sophistical deductions, in the face of the most convincing proofs to the contrary. But to the thinking and reasoning reader, the truth is clear enough. The Church has no political candidates. The Church does not aspire to political power. The Church does not interfere in the affairs of the state.
One of the most convincing proofs of this is furnished by the opposition press itself. For instance, the other day the anti-Mormon sheet had a story about one Mr. Bowen opposing an alleged "Church candidate" for a municipal office. We denied that the Church had any candidate at the time referred to, or any other time, for that matter. And we asked, at what conference, or other ecclesiastical meeting, did the Church place a candidate in the field, that Mr. Bowen could oppose? We pointed out that, if there was a church candidate, it should be easy to tell the public at what Church gathering his candidacy was proposed and accepted.

To this the sheet replied that Senator Smoot asked his associates, meaning the First Presidency and the Council of the Twelve, for their consent for him to become a candidate before the Legislature for Senator of the United States. (Tribune editorial, Oct. 11.) This is the most stunning logic that ever came under our observation. The question is: At what Church meeting was the alleged Church candidate for municipal office, whom Mr. Bowen opposed, appointed? and the answer is: Senator Smoot asked his associates if they had any objection to his going before the Legislature as a candidate for the United States Senate. Can any rational mind trace the connection between the question and the answer? It reminds us of the story of the industrious farmer who was standing by his wood pile one day, shoring a foot. He was hard of hearing. Seeing a stranger coming down the road, the deaf man made up his mind that the first question he would be likely to be asked would be, "What are you making?" and he prepared his answer accordingly. But the stranger, in passing, merely said, how do you do? and when the farmer answered, "ax-handle," he naturally thought, the poor fellow had lost his mind. Such is the Tribune logic. What a confession of utter defeat, is the resort to such gibberish! As to the political rule which seems to bother the anti-Mormon sheet, it was proved in the Senate and accepted by that body as a fact, that its sole purpose and effect is that High Church officials, filling positions which require them to give their time to ecclesiastical duties, shall not enter into any engagements of any kind, political or otherwise, which require them to abandon or neglect such ecclesiastical duties, without first obtaining the consent of the authorities of the Church. The rule itself, it was proved, leaves every man perfectly free. It provides that if any officer of the Church wishes to become a candidate for a political office, or to enter into any other engagement which will interfere with the duties of his church office, he can do so without obtaining the consent of anybody, by resigning from his ecclesiastical position. Can any rule be fairer than that?

It should be remembered that the questions relating to this subject were thoroughly sifted before the Senate and found to contain no basis for the attacks upon Church officials, or the Church. Those who are now attacking the Church are at the same time leading in assaults upon the United States Senate, though they call themselves "Americans."

THE ENGINEER WEAKENS.
At last the public has heard from City Engineer Kelsey on the subject of macadamized roads.
Readers of this paper have been kept well informed as to the status and progress of the roads under that name now being laid in this city, as well as upon the merits and demerits of such roads in general.
Until now the Engineer has refused to speak. To all inquiries and remonstrances he has said never a word, though repeatedly addressed through the columns of this paper, and inquired of by interested taxpayers.

Now that the Engineer has found his voice, it is interesting to note what he says.
First, he points out that on heavy traveled residential streets the life of a macadam pavement is much shorter and the annual expense of maintaining much greater than in the case of asphalt and that in the long run asphalt is the cheaper pavement which can be laid in this section of the country.
Now, we doubt the soundness of this conclusion, without disputing the correctness of the premise. It is true that macadam roads do not last so long as the asphalt, but it is also true that if properly laid they will last a long time, and will probably be both less expensive and more agreeable for general comfort, than the asphaltum, especially on our wide streets.
The Engineer goes on to show in

what respect macadam is deficient, by giving a tabulated statement of the life of various forms of pavement and the annual cost of construction and maintenance recently made by the city engineer of Rochester, N. Y. The table shows the cost of the construction and maintenance of pavements on a street having a traffic of 196 tons per square yard per day. The tonnage would, it was explained, correspond to that of a rather heavily traveled residential street or a business street of medium travel in cities from 100,000 to 200,000 population. The table is as follows:

Material.	Life of Pavement, per sq. yd.	Annual cost.
Gravel block . . . 20 years	2,492	
Sheet asphalt . . . 15 years	2,397	
Brick 12 years	2,290	
Macadam 5 years	512	

From this it is argued that macadam in the long run is the most costly and besides has the disadvantage of having to be renewed at short intervals, necessitating the tearing up of the streets. Asphalt is declared to be the cheapest when it is taken into consideration that its life is fifteen years. Brick is only seven-tenths of one per cent per year cheaper than asphalt, but its life is three years less, which more than equalizes the cost in favor of the asphalt.

But what residential street has a traffic of 196 tons per square yard per day? Do even the main business streets average such a burden? Scarcely, we think. But as for comparing our wide, and far reaching city streets with the narrow thoroughfares of more compacted business cities of the East, the comparison is of no particular value.
The Engineer says that the property owners decide as to "what material shall be used and on such thoroughfares as Second avenue, which has recently been macadamized, their choice was for that material because of the lower initial cost."

This statement is surely a slip of the tongue. We cannot suppose the Engineer meant to relieve the city council of the responsibility of the choice of the material. The council chose, in the face of repeated protests, mass meetings and organized resistance on the part of the people, the very kind of material that was already proved to be among the least satisfactory for macadamizing purposes. They have clung to that poor material with a tenacity that is highly suggestive of some other motive than merely that of a belief in the material itself.

The council uses that material from a private quarry at great cost to the city, though a much superior stone owned by the city may be had at any time for the taking of it.
The Engineer speaks of the "excellent material from the Pascoe quarries," but this is sheer assumption. What analysis or test has shown it to be "excellent"? How does it compare with the material used on the macadamized drive to Fort Douglas? That is a good road. It has already been under heavy traffic for three years. Will it not last for many years yet? Why not point to roads that we can inspect here and now?

This apology for the inherent weakness of roads wrongly laid, in flagrant violation of the specifications, and from a poor and discredited material—what is it but an attempt to cover up a vast and comparatively useless expenditure of the people's money for roads that may barely hold together till after election?
But we are really gratified to hear the Engineer say anything. The absolute silence hitherto on this subject by every officer and apologist for this grave and costly delinquency ought to be a very telling argument with taxpaying voters, however the city employees may regard it.

A PESSIMISTIC OUTLOOK.
General Booth of the Salvation Army is said to have predicted hard times. In an interview with a Chicago paper he is quoted as having made the statement that the era of high wages is at an end and that laborers must prepare for lower wages, less food and less clothing, or food and clothing much less expensive than they are accustomed to have. What special information he has to warrant the prediction, does not appear.

But President Ripley of the Santa Fe railroad has made practically the same forecast. He said the other day, it quoted correctly, that he "could not as president of the Santa Fe road advise anyone to invest a dollar in any of the Western states through which our railroad extends." He also said that in a short time there will be two men to every railroad job instead of two jobs to every man. It is said that Mr. Ripley's pessimism is due to a decrease to the extent of \$38,000 in net earnings of his road for the month of August, while the gross earnings increased \$727,000.
We hope the somewhat pessimistic predictions will prove false. But they should, for all that, be reminders to the general public that prosperity moves in waves; that it has its ebb as well as its flow; and that it is well, while everything is favorable, to prepare for less prosperous times. While wages are high and employment plentiful, it should be easier to save than when contrary conditions prevail.

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reasonable precaution to prevent such an affair. The display of "exit" signs is a small matter, but it contributes toward safety, and no church can afford to neglect it.

HORNETS BUILDING FOR MILD WINTER.
Punkstaway Spirit.
A mild winter, says John Peterman, Butcher's hornet nest prophet. The hornets are building high in the air. If the signs are for severe cold they build on the ground, where the snow drifts over them to protect the larvae from the cold. If they select a place high for their nest they prophesy a warm, open winter. The corn husks, too, tell of a mild winter, says the hornet nest prognosticator. The husks are thin and few.

JUST FOR FUN.
The Old Way and the New.
The young lady from Boston was explaining, "Take an egg," said she, "and make a perforation in the base and a corresponding one in the apex. Then you apply your lips to the aperture and by forcibly inhaling the breath the shell is entirely discharged of its contents."
"Well," exclaimed the old lady who was listening, "it beats all how folks do things nowadays! When I was a gal they made a hole in each end and sucked."—Judge.

Onto His Game.
"If you will get my new suit done by Saturday," said a customer to a tailor, "I'll be forever indebted to you."
"If that's your game," replied the tailor, "the clothes will not be done at all."—Philadelphia Enquirer.

Sample Was Sufficient.
Husband (after introducing a visitor to his wife)—"Would you like to be introduced to my daughter, also?"
Visitor—Thanks. This is quite sufficient.—Flagg's Blatier.

In Water Color.
Among the students taking the art course at a certain Boston educational institution are two impetuous youth from a southern city. To reduce their expenses the young men from Dixie share an apartment, to which is attached a sort of kitchen where they prepare most of their own meals.
One morning the elder of the students appeared at the kitchen door, palette on thumb and frown on brow.
"What's the matter with the coffee, Dick?" he asked. "Isn't it ready?"
"A little patience, old man," replied Dick, "and I'll soon fix you. It's already sketched in."—Harper's Weekly.

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