ALL EYES ON CHICAGO AND HER BIG PROBLEM.

Her Mayor Talks About His High Hopes for Municipal Ownership of Street Railways.

Municipal ownership and operation of street railways is to begin its first extended trial in the United States in the city of Chicago within a few months, unless there is a most unusual reversal of public sentiment; and whether it falls or succeeds, the whole nation will be indebted to the Windy City for the object lesson. The ownership part of Chicago's gigantic undertaking was decided at the recent election which placed Thomas F. Dunne at the head of the city government, and only the other day advertisements were sent out asking for bids for the reconstruction of the first one hundred miles of the city's railroad system.

The city proposes to reconstruct lines on which the franchises have expired, or are about to expire, and to purchase or secure by condemnation proceedings, the lines holding franchises which have yet some years to run.

At the coming election in November the people will be asked to vote on a referendum authorizing municipal operation as well as ownership. If the vote is favorable, and the supporters of municipal ownership declare that it will be to the tune of two to one, Chicago will add a streetcar department to the usual departments of police, fire, health, etc.

In the face of what seemed to be almost insurmountable obstacles Mayor Dunne and his followers have brought about a situation which will probably result in the opening of the first city owned and operated lines some time in December. It looks now as though the Adams-st. line, which runs into the heart of the city from the populous West Side—a district which has as many inhabitants as the North and South sides put together—will be the first line over which city owned and manned cars will be operated. The franchise held by the Union Traction Company has already expired, and there is nothing to prevent the city taking over the line as soon as it has authority to operate.

The chief obstacle which the supporters of municipal ownership encountered was the fact that Chicago is "flat broke," as they say in the West—that is, the city has reached its limit of bonded indebtedness—5 per cent of the taxable property within its borders. It remained for Mayor Dunne to devise a way to construct or purchase a streetcar system without pledging the city's credit.

STRONG OPPOSITION.

Then there was a powerful protest on the part of taxpayers opposed to the city's going into traction, who urged that such a move would create a political "machine" of tremendous power which would rule the city in the interests of the administration which offered the streetcar men the highest wages and the shortest hours. "Civil Service, strictly interpreted, will remove all danger of a political machine of streetcar employes," is the answer which Mayor Dunne and his followers give to this argument.

Then there was the further objection on the part of successful business men, men who have no traction interests and who unquestionably have the best interests of the city at heart, that Mayor Dunne would not be able to find a man who would give Chicago an ideal service, when private corporations had been striving for years without success to put their hands on such an executive.

Still another faction of the opposition has taken and holds what might be called a middle ground. They declare that the voters of Chicago do not want to own and operate streetcars. They do want better service. This faction declares that the idea of municipal ownership should be held as a club over the heads of the private corporations to force them into giving a better service.

ALEXANDER H. REVELL.
The Chicago merchant who is leading the fight against municipal ownership.

THOMAS F. DUNNE.
Chicago's Mayor and leader of the movement for municipal ownership of street railways.

JAMES HAMILTON LEWIS.
He would use municipal ownership only as a club over the private traction companies.

The existing Chicago traction companies, while publicly asserting their right to franchise extensions and laughing at the idea that Chicago can operate a traction system successfully, are preparing to "get from under." A Tribune correspondent, while looking into the municipal ownership question in Chicago last week, learned on good authority that they had offered to step down and out for a price. It is believed that the visit of Mayor Tom Johnson of Cleveland had to do with the scaling of this price. He is an authority on the valuation of streetcar plants, and it is said that he advised Mayor Dunne that the Chicago companies wanted entirely too much for their properties.

Astute politicians see a political move of national import in the ward fights that are now being carried on in Chicago in advance of the September primaries. The Western railway interests are much troubled over the way in which the administration has been prying into railway affairs, with the prospective punishment of rebaters and the fixing of rates. They are anxious to administer a rebuke, and the fall elections in Illinois furnish the first opportunity.

Municipal ownership in Chicago will be declared to be an opening wedge for governmental ownership of railroads, which will be made an issue. To avoid the appearance of going against the administration, it is said that the railroad support will be thrown to conservative Democratic leaders. It is hoped that enough Republicans who are opposed to government ownership will be deflected to make a showing that will have a decided effect on the seventeen Congressmen and the two Senators of Illinois, as well as on the representatives of Iowa, Minnesota and Indiana, who are influenced to a certain extent by the trend of the Illinois vote.

THE MAYOR'S VIEWS.

If one is seeking light on municipal ownership, it is more difficult to see the Mayor of Chicago than the President of the United States. Only after three days of endeavor was The Tribune correspondent admitted to an audience with Mr. Dunne in a great, high ceilinged room on the second floor of the City Hall, furnished according to the luxurious ideas of a previous administration, which had not bothered itself extensively with great municipal problems. Oil paintings of former Mayors looked down upon a well built, all but stocky man, his hair and short cropped mustache touched with the gray of fifty-two years. He sat at a huge desk in a revolving chair, in which he swung about nervously from time to time in the course of the interview. In one hand he held a long cigar, with which he gestured.

He was fairly bubbling over with municipal ownership after an automobile ride with Mayor Johnson, of Cleveland. His dark eyes were twinkling with joy over the success which he feels is assured.

"We certainly are going to have municipal ownership of the street railways in Chicago," he began; "not only ownership, but municipal operation. The way affairs are shaping it won't be long either. We have already advertised for reconstruction bids for ten miles of track—the rebuilding of the Adams-st. line, which is already in the hands of the city. After to-day's investigation I am convinced that we can go ahead at once on the basis of one hundred miles, and I will ask the Council to call for new bids at once.

"We've got a fat thing in municipal ownership here in Chicago. Mayor Johnson assures me that we have, and it is almost self-evident. This first hundred miles of trackage can be operated at a profit from the start. I am convinced that we could make money with a three-cent fare, charging two cents for a transfer if one is desired.

"In another year more franchises will have run their course, and the private corporations will have to cease operation. The city can build or buy, and the system will gradually expand. We could start reconstruction at once, but it is just as well to wait until the Supreme Court has passed upon the validity of the Mueller certificates, which will probably be at the October term."

NEXT, THE OPERATION.

"So much for ownership," continued Mayor Dunne. "We will have to wait a little for operation. The people will have to vote for an operating referendum at the next election. We may have to make arrangements for the operation of some of the city's lines by private corporations until this is done."

"Many who favor municipal ownership are not in favor of municipal operation," suggested the Tribune correspondent. "Do you think an operating referendum will carry?"

"There is not the slightest doubt that the people of Chicago will give us the right to operate cars on city owned lines," said the Mayor, with great decision. "They voted 3½ to 1 for municipal ownership; they will vote at least 2 to 1 for operation."

When Mayor Dunne gets intensely interested, the flickering smile leaves his face and the twinkle fades from his eyes. Then there is a decided resemblance to John Weaver, the fighting Mayor of Philadelphia.

"It was the existence in this city of grave and scandalous abuses, both in the prices charged and the services given by the streetcar companies, that led me to take up municipal ownership," said the Mayor. "I was one of thousands who recognized the utter helplessness of citizens, as individuals, to help themselves or correct those evils, which have become overburdensome and intolerable.

"The streetcar fare in the United States, where private ownership prevails, we all know to be five cents a ride, whether it be short or long, which is more than double what is paid to municipal streetcar companies in Europe, which vary from the average of 1.8 cents in Milan, a city of 440,000, to three cents in Berlin, a city of 1,800,000.

"The principal streetcar companies in Chicago are capitalized and bonded for $117,000,000. The value of their tangible property is less than $27,000,000. Until recently they have been paying interest and dividends on their total bonds and capitalization. In other words they have been compelling the citizens of Chicago to pay them 5 per cent dividends on $90,000,000 of stock which has no tangible property behind it and which has not been invested in railroads, but which is the value placed by these companies on the charters given them by the people out of whom they are squeezing this extortionate income.

"The interest of the private companies is solely to make big dividends for their stockholders; the interest of the public companies is mainly to furnish the utilities to the public as cheaply and efficiently as possible, consistent with the successful management of the enterprise. The spirit which actuates the former companies is that of private gain; the spirit of the latter is public good. The motive of the former is selfishness; of the latter altruistic."

The attention of Mayor Dunne was called to the difficulty of municipal ownership by a city which had reached a limit of indebtedness.

"The city can easily find many contractors or capitalists who will undertake the construction and equipment of a street railway plant for the city, on its agreement to turn over the prospective income until the contract price is paid, with interest at 6 per cent. Indeed, I have no hesitation in saying that if the present streetcar companies were offered their price they would willingly accept the receipts as security for the purchase price. They will offer to do so before the streetcar problem is settled in this city.

"Such a pledge of prospective receipts would be essentially the same, or better, security than has enabled them in the past to bond and stock their companies on the Stock Exchange for four times their intrinsic value. They have offered no outside securities in the past. They have only been able to pledge income for twenty years. The city has to offer a pledge of the same tangible property and the receipts unlimited in time. European companies have been financed by municipalities in this manner. I am confident that this city can issue certificates, payable only out of the prospective receipts of the streetcar system and the property acquired, without the city obligating itself to the amount of one dollar."

The correspondent then called Mayor Dunne's attention to the objection so largely raised that municipal ownership would build up a great political machine, in which every employe would be a political striker who would try to please his political sponsor rather than to give efficient service to the public.

"There would be force to that objection," he declared, "if it were proposed to operate such an enterprise independent of the Civil Service law of the city. We must divorce politics and the street railway service. A rigid Civil Service provision must be incorporated in each ordinance.

"As a matter of fact, the public has more to fear from political intrigue and bossism under private than under public management. Most of the great scandals that have disgraced the public life of American officials have been the result of bribery on the part of private companies. In Chicago, aldermen have found it impossible to place their friends in the water office since the institution of public service, but they have found no difficulty in placing scores of them on the streetcars and in the gas plants."

DALRYMPLE EXPLAINED.

"Mr. Dalrymple, the Glasgow expert, does not seem to think there is much chance of successful municipal ownership in Chicago?" The Tribune correspondent observed.

Mayor Dunne smiled in a way which shows that he is no way tender on the Dalrymple matter, even if the Chicago papers have twitted him unmercifully on bringing on an expert before he knew what the verdict was to be.

"The trouble with you and with most of those who have read Mr. Dalrymple's speeches is that you have not digested his remarks and opinions," said Mayor Dunne. "He simply holds, as I do myself, that a municipal ownership system will not be a success if mixed with politics. We

Continued on Fourth Page.

A Brief Review for the Busy Man.

Constant Reader Tells What He Missed in Last Week's Papers.

"Some one was saying that the French and Germans are going to fight," said the Busy Man.

"You hear considerable talk of that kind," replied the Constant Reader. "The tension between the two governments just now is great and there is military activity on the borders of both countries. Both appear to be all ready for a struggle, but still, they are far from war. Diplomats at Paris and Berlin are still haggling over just what rights their respective governments should have in Morocco. Germany, alarmed at French prestige in Africa, prompted Morocco to refuse the demands of France for more privileges in that country, and asked that an international conference be held to decide how foreign interests should be treated there. Germany at once accepted the invitation. France delayed, and it's said she won't acceed to such a conference until she knows beforehand exactly what Germany wants. The Kaiser, however, refuses to show his hand. It is Germany's next move, for she last received a note, in which France refused to recede from her stand. Meantime, there have been a couple of panics on the Paris Bourse and jingoes are shouting for war."

"But hasn't France some kind of an alliance with England to back up her claims?" asked the Busy Man.

"That's what is worrying Germany most," answered the Constant Reader. "It's said the Kaiser is pushing the French as hard as he can to see how much support they have from England. And because France has been so firm it's believed that the British will help her even in war, if necessary. England, at any rate, has delayed accepting the conference invitation, and so has the United States."

"All this war talk in Western Europe puts the Czar, as it were, in a back seat," was the Busy Man's comment.

"On the contrary, the Czar has been right to the front," said the Constant Reader, good naturedly. "It's the war party of Russia, not he, that has been sent to the rear. Nicholas II personally seems to be doing all he can to wash his hands of the Manchurian adventure, and to punish those who dragged Russia into it. He has caused the retirement of the Grand Duke Alexis, high admiral, and Alexieff, Viceroy of the Far East. Each was an ardent advocate of war, the first planning the naval programme, which ended so disastrously, and the second managing the negotiations with Japan, which directly precipitated war. The Czar has entirely abolished the Committee of the Far East, and instead established the Committee for the Defence of the Empire. At its head he has put the Grand Duke Nicholas, a man of liberal mind. He assured a zemstvo deputation that Russia would soon have a popular assembly, and treated the visitors so cordially that the spirit of revolution has been appreciably lessened."

"What is the Czar doing for peace?" asked the Busy Man.

"Little in the way of direct negotiations," replied the Constant Reader. "He has been so busy getting the war party tamed down that he has not yet intimated to Japan just what terms of peace he would agree to. For that reason Japan has pushed the war actively. Oyama cleared his front for action, which was delayed by torrential rains. Small encounters, however, took place, each time the Russians retreating toward their fortifications at Sipinghai. In one clash the Russian losses were heavy. Many dead and large quantities of supplies were left behind. Dysentery is raging at their chief base at Harbin. Linevitch is said to be far weaker than Kuropatkin at Moukden, and the Japanese much stronger. Tokio believes that the next Japanese victory will be the greatest of them all. Meanwhile there are rumors that Russia is trying to seize Mongolia, a cavalry base having been established at Pedue, and that Emperor William is sounding the powers with a view to holding an international conference to settle the Far Eastern question. Riots at home add to the Czar's troubles. At Lodz there have been daily clashes between workmen and Cossacks, the latter killing over a hundred victims in one encounter. Army officers protested against serving as police, and a part of one Russian regiment marched into Austria and deserted."

"Russia's weakness must relieve English minds," said the Busy Man.

"It seems only to alarm Lord Kitchener," said the Constant Reader, "who as commander of the British forces in India reported that unless the Indian empire was better defended Russia would certainly fight to get control of it. The secretary for India also asked for $12,200,000 more for military services. A great scandal has been raised as to how vast sums were misused in purchasing stores for the English army in the Boer war. Mr. Balfour, hounded by the Opposition, consented to an inquiry. Tension still exists between Sweden and Norway. King Oscar was so severely criticised for his speech at the Council of Ministers when he advocated permitting Norway to secede peacefully, that it's said he may abdicate in his son's favor. Encouraged by Norway's quiet revolution, the Hungarians are said to be planning a secession from Austria. Feeling runs so high that the new Cabinet the Emperor appointed was compelled to leave the Hungarian House. Yet, amid war and rumors of war, Italy leans toward peace, the Chamber of Deputies rejecting the proposed increase of $56,000,000 in the naval budget. Arrangements have been made with France to have John Paul Jones's body escorted by American marines on July 6 from Paris to Cherbourg, whence the American squadron, conveying the body, will sail on July 8."

"Then Italy doesn't agree with Mr. Roosevelt about big navies," said the Busy Man.

"The President spoke in behalf of a bigger navy for this country only last Friday," replied the Constant Reader. "It was in an address at Williams College. The President spent thirty-two hours in Massachusetts, and attended the commencements of three colleges, at two of which he received high honorary degrees. At South Norwalk, Conn., he saved the lives of several citizens by pushing them away from a backing train. The President finally disposed of the Bowen-Loomis affair by dismissing Mr. Bowen, the ex-American Minister to Venezuela, and exonerating the ex-Secretary of State. Mr. Bowen was scathingly arraigned. The President also defended Paul Morton, Secretary of the Navy, from charges made against him that he had made illegal rebates to shippers while an officer of the Santa Fe Railroad. The President said that no prosecution should be brought against Mr. Morton, and made public all the letters in the case. He congratulated the Equitable, furthermore, in having Mr. Morton at its head."

"How is the Equitable tangle, anyway?" interrupted the Busy Man.

"In a bad way," replied the Constant Reader. "The report of Mr. Hendricks, Superintendent of Insurance, censured the company severely. It recommended new insurance laws to protect the policyholder from unscrupulous officials, and questioned if syndicate profit sharers should hold any office in such a company. It accused Mr. Hyde, son of its founder, of extravagance, and said that all interested in the 'Hyde and Associates' transactions should be compelled to pay back their profits, with interest."

"Well, what's going to be done about it?" asked the Busy Man.

"The Attorney General of the State announced that he would bring action at once to compel the return of wrongfully acquired profits and the ousting of the transgressors," was the answer. "The District Attorney also took hold and will bring criminal actions. Two courts have cancelled their summer vacations to conduct the trials. Governor Higgins offered to co-operate with District Attorney Jerome as far as possible. Mr. Hyde, as vice-president, and Mr. Alexander, president, resigned their offices. The legislature, now in session, will doubtless pass the laws which Mr. Hendricks recommends. It met with a hitch in considering the charges against Justice Hooker, and some say that he may not be removed from the bench after all. The new State Labor Commissioner began a weeding out of his department, and among others ousted Richard Gilliland, a veteran Platt man."

"At Philadelphia, too, I suppose, Mayor Weaver is weeding," said the Busy Man.

"Mayor Weaver rescinded a $700,000 contract," said the Constant Reader; "had an ex-official arrested on charges of forgery while in office, and appointed H. De B. Parsons, an engineer of this city, to probe after more 'graft.' At home, too, there's been a shake-up. The Mayor appointed as the new Tenement House Commissioner Edmond J. Butler. And here are more happenings. Belmont interests bought a big Queens County trolley line, which may be united with the subway system promoted by the Interborough. An application has been made for an approach in Manhattan for a bridge across the North River. Four police captains were raised to inspectors. The war against adulterated milk reached its climax when one dealer was sent to jail for fifteen days."

"Some one told me there was a bad railroad wreck out West," said the Busy Man.

"The Twentieth Century Limited eastbound ran into a maliciously opened switch at Mentor, Ohio, and killed twenty-one persons. The New-York Central thereupon abandoned its eighteen-hour schedule for its fastest trains between here and Chicago, making it twenty hours, as before. In a wreck on the Western Maryland earlier in the week twenty-three were killed. The death of Benjamin H. Gaskill, of Philadelphia, disclosed forgeries by which banks may lose $1,000,000. One, the Philadelphia Trust, had to close. Mrs. Rogers, sentenced to hang for murder in Vermont, was again reprieved. The Pennsylvania Supreme Court decided that Pittsburg could not annex Allegheny."

"Did any New-Yorkers die in that wreck in Ohio?" asked the Busy Man.

"Among the victims was John R. Bennett, the patent attorney of this city," said the Constant Reader. "Others who died last week were Assemblyman Charles S. Plank, General Charles N. Darling and S. P. Sheerin, ex-secretary of the Democratic National Committee."

A QUEER CORONATION CEREMONY.
The mask of ancestors at Luang-Prabang, in French Indo-China, given in honor of the coronation of Sisavong. The new King of Luang-Prabang, his majesty Sisavong, is twenty years old. He was formerly a pupil of the Ecole Coloniale of Paris. One of the curious traditional ceremonies of the coronation was the salutation of the Pou Gnieu Ma Gnieu, representing the ancestors of the Laotiens. These are three in number, and they wear huge wigs and masks. Two of the masks are grotesque human faces colored red; the third is that of a fantastic animal called "sing," which is said to be the Laotian for "lion."
—Illustrated London News.

Is There Starch in Your Jelly?

Dr. W. D. Bigelow, of the U. S. Bureau of Chemistry, Tells How to Detect It.

The present generation has seen a great increase in the number and diversity of prepared foods that may be obtained on the market. Many foods that were formerly prepared chiefly or entirely in the home may now be secured of the grocer ready for the table. A great burden has thus been lifted from the shoulders of the housewife, but her responsibilities have not been lessened. A study must be made of the subject of prepared foods if her table is to be supplied with foods of the same quality as those that "mother used to make." Homemade jellies are made from fruit juice and granulated sugar, and jams from the pulped fruit and sugar. Some manufacturers aim to produce an article that is equal to the homemade in every respect, while others supply the demand for cheaper goods by using lower priced substitutes for the fruit or sugar, or both. Thus apple juice, or a solution prepared from dried apple cores and peelings, is often used where higher priced fruits are understood to be employed, and glucose is frequently used in place of sugar.

Jellies and jams are both commonly adulterated with preservatives (usually salicylic acid and benzoic acid), coloring matter and glucose. Artificial coloring matter is frequently employed, sometimes to give a fictitious appearance to relatively cheap goods, sometimes with a high grade article, in order that the color may be permanent when exposed to light for long periods of time on grocers' shelves.

Natural fruit jellies become liquid on being warmed. A spoonful dissolves readily in warm water, although considerable time is required with those that are especially firm. The small fruits contain practically no starch, as apples do, and the presence of starch in a jelly indicates that some apple juice has been used in its preparation.

Starch may be detected as follows: Dissolve a teaspoonful of jelly in a half teacupful of hot water, heat to boiling and add, drop by drop, while stirring with a teaspoon, a solution of potassium permanganate until the solution is almost colorless. Then allow the solution to cool and add a single drop of tincture of iodine. If starch is present a clear blue color is produced. Artificially colored jellies are sometimes not decolorized by potassium permanganate. Even without decolorizing, however, the blue color can usually be seen. Both potassium permanganate and tincture of iodine can, of course, be secured at any drug store.

For the detection of glucose, a teaspoonful of the jelly may be dissolved in a glass tumbler or bottle in two or three tablespoonfuls of water. The vessel in which the jelly is dissolved may be placed in a vessel of hot water if necessary to hasten the solution. In case a jam or marmalade is being examined, the mixture is filtered to separate the insoluble matter. The solution is allowed to cool, and an equal volume, or a little more, of strong alcohol is added. If the sample is a pure fruit product the addition of alcohol causes no precipitation, except that a very slight amount of proteid bodies is thrown down. If glucose has been employed in its manufacture, however, a dense white precipitate separates, and after a time settles to the bottom of the liquid.

In addition to the form of adulteration to which jellies are subject, jams are sometimes manufactured from the exhausted fruit pulp left after removing the juice for making jelly. When this is done residues from different fruits are sometimes mixed. Exhausted raspberry or blackberry pulp is sometimes used in making "strawberry" jam, and vice versa. Some instances are reported of various small seeds being used with jams made from seedless pulp.

With the aid of a small magnifying glass such forms of adulteration may be detected, the observer familiarizing himself with the seeds of the ordinary fruits. Many of the artificial colors employed with jellies and jams may be detected as follows:

One or two teaspoonfuls of the product are dissolved in a half teacupful of warm water, the solution heated to boiling, after adding a few drops of hydrochloric acid and a small piece of white woollen cloth or a few strands of white woollen yarn. The wool should first be boiled with water containing a little soda, to remove any fat it may contain, and then washed with water. The wool is washed first with hot and then with cold water, the water pressed out as completely as possible and the color of the fabric noted. If no marked color is produced, the test may be discontinued. Otherwise the fabric, which may have taken up coal tar colors, some foreign vegetable colors, and (if a fruit product is being examined) some of the natural coloring matter of the fruit, is boiled for two or three minutes in about one-third of a teacupful of water and two or three teaspoonfuls of household ammonia, freed from liquid as much as possible by pressing, and removed.

The fabric will usually retain the greater part of the natural fruit color, while the coal tar color usually dissolves in the diluted ammonia. The liquid is then stirred with a splinter of wood and hydrochloric acid added, a drop or two at a time, until there is no further odor of ammonia, and the liquid transferred to the tongue by means of the splinter with which it is stirred has an acid (sour) taste.

A fresh piece of white woollen cloth is boiled in the liquid and thoroughly washed. If this piece of cloth has a distinct color, the food under examination is colored artificially. This color may be a coal tar derivative or it may be one of the vegetable colors (prepared from certain lichens) now largely used with foods. If of the latter class, the dyed fabric is usually turned blue or purple by ammonia.

The tests described above may be employed in the kitchen by one who has had no chemical training, and will serve to point out some of the forms of adulteration practised with those products. These tests are simple, but must be used with judgment. They require considerable practice from the operator before satisfactory results can be obtained.

IOWA JUSTICE OUT OF JOINT.

Two Years for Theft of $1 17 and Thirty Days for $25,000.

Sioux City, Iowa, June 24 (Special).—Editorial writers throughout this State are commenting on the sentence of John Nelson, of Des Moines, to imprisonment for two years for the theft of 117 pennies, as compared with the sentence of bankers and get-rich-quick "grafters" of Iowa, who have received from thirty days to eighteen months' sentences of imprisonment for the theft of various sums ranging from $25,000 to $250,000. Nelson's crime consisted of the taking of a little girl's pennies, which she had placed in a toy bank in her father's library.

Letson Balliet, the self-styled "Cecil Rhodes of America," whose net profits by the fraudulent promoting of the White Swan gold mine, of Baker City, Ore., were estimated at $225,000, was sentenced to thirty days' imprisonment in the county jail at Red Oak, Iowa, three months or more ago. Tom Ward, cashier of the Le Mars National Bank, was compelled to serve only thirty days in the county jail at this place upon pleading guilty to the misappropriation of something like $25,000 of the bank's funds, and during that time was permitted to occupy the parlor of the jailer's residence and take a daily stroll downtown unattended. Edward Soule, cashier of an Iowa Falls bank, received an eighteen months' sentence recently for misappropriating upward of $40,000 of his bank's funds, and vigorous efforts are now being made to secure his pardon. Day Dunning, president of a bank at Mount Ayr, who was convicted of misappropriating something more than $100,000 of the funds which depositors had intrusted to him, received a sentence of two and a half years, and his friends profess absolute assurance of his early release. J. W. Brown, a Wapello banker, managed to steal something more than $25,000 from the depositors, and was let off with a sentence of two years.

No sooner had Judge McVey pronounced sentence on Nelson at Des Moines last week than the editorial writers got busy, and since then the Iowa editorial writers got busy, and since then the Iowa judiciary has received a calling down that subjects the writers to contempt proceedings at the will of the jurist criticised. Chicken stealing, by a special statute, is punishable by ten years' imprisonment, and a Council Bluffs thief recently got the limit. All of which is urged as a basis for saying that justice in Iowa is sadly out of joint.

RICH RELATIONS.

"He's comparatively rich, isn't he?"

"No, only relatively so. It's his people who have the money."—(Philadelphia Ledger.