

The Territories and the States

By F. YALE ADAMS,
President of the University of Arizona.

THE admission to statehood of Arizona, New Mexico and Oklahoma has become a "plain duty." Every argument against admission has been answered. The population of the smallest of these territories is larger than that of some of the present states, and larger than that of a majority of the states when admitted. The quality of the population is above the average. It is not made up of criminals or outlaws, but contains a larger percentage of educated men and women than will be found in a like number of inhabitants in any eastern state. The character of the industries here requiring a large proportion of skilled labor accounts for this.

The foreign-born element even in New Mexico forms but a small proportion of the population. The school systems in the territories are the equal of those in any states in the union. It is easier to obtain a teacher's certificate in Illinois or New York than in Arizona. **THE RESOURCES OF THE TERRITORIES DEMAND STATEHOOD** and insure their continued progress when admitted. The agricultural, the mineral, the lumber industries represent large investments of capital. The mines of Arizona are the most productive in the United States. **SHE HAS ONE UNBROKEN TIMBER LOT EQUAL IN SIZE TO THE STATE OF MASSACHUSETTS.**

But it is not upon population and resources that the territories base their claim to admission, but upon the **INALIENABLE RIGHTS OF SELF-GOVERNMENT GUARANTEED BY THE CONSTITUTION AND BY ALL THE PRECEDENTS OF OUR GOVERNMENT.**

It is contrary to our ideas of a democratic government, contrary to our ideas of right and justice that 716,000 people should be denied the right to control their own local affairs. They are unable to vote for president; and their delegate in congress has no vote. They are ruled by this congress and president absolutely. All the higher territorial officers are appointed by the president; they are often not even residents of the territory to which they are appointed.

A great cry has been raised because statehood would give us in the senate equal representation with the more populous states. The people who raise this objection lose sight of the idea that gave rise to the senate and justifies its existence to-day. It was the fundamental principle given out by the framers of the constitution that in the senate all of the states should be equal; and it was established as a branch of the legislative department and given power coextensive with the representative house to protect the rights of the smaller states. Without this provision the constitution would never have been adopted by the necessary nine states. Are not our interests as great as those of Rhode Island, Delaware, Wyoming, or a score of other states that might be named? Will you hold us longer as a subject colony, to be governed as Porto Rico and the Philippines are governed?

WE DO NOT BEG FOR A CONCESSION. WE ONLY ASK FOR RIGHT AND JUSTICE; for the right of local self-government, of equal participation in the common affairs of our nation, the rights so dear to every true American, the rights for which your ancestors and ours fought.

F. Yale Adams
President University of Arizona.

The Public Schools and the People

By JACOB A. RIIS,

Author of "The Battle With the Slum," "How the Other Half Lives," "A Ten Years' War," "The Making of an American," Etc.

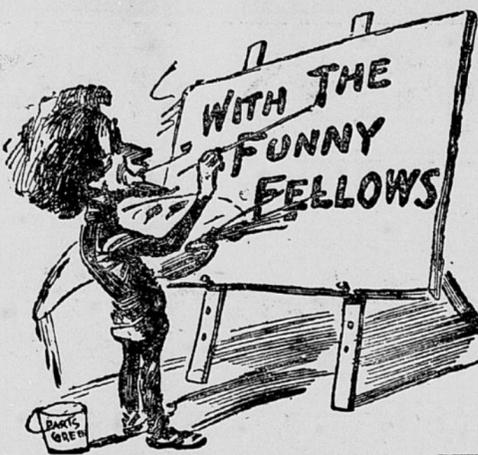
ON Staten Island Mr. Schwab has purchased a fine property containing a beach, Arbutus lake, and a stretch of beautiful woodland. Does he intend to erect here a grand summer palace? No! He is going to turn it over to the young people of New York city for a pleasure ground. He is building a steamer which will ply between the grounds and the city, and will carry on each trip some 2,000 or 3,000 happy young folks. On the grounds there is to be a casino; free meals will be served; bands will abound; there will be gondolas and merry-go-rounds. In short, it will be a children's paradise.

When Mr. Schwab asked me what I thought of the idea I told him that I thought it excellent. "YES," I SAID, "BUT HITCH IT TO THE PUBLIC SCHOOL SOMEHOW. Make it part of the curriculum. No more nature study out of a barrel. Take the whole school, teacher and all, and let them do their own gathering of specimens. Then the children will be under efficient control and the tired schoolteacher will get a chance, too. Do it especially so that the boys themselves shall come to KNOW ONE ANOTHER BETTER, AND THAT MORE OF THEM SHALL GET TOGETHER; for what boy does not want a jolly good romp, and when Mr. Schwab gives it, who can object?"

Without doubt the school can be made to fall in with the scheme. No one thinks of surrendering the public schools, but simply of enlisting young enthusiasm that is looking for employment. It is not an entirely new idea. In Toledo the park commissioners take the public school boys out sleigh riding in winter. The New York commissioner is plowing up land so that they can learn farming and gardening.

Some day we shall have the school assembly halls thrown open, not only for lectures and Sunday concerts, but for trades union and political meetings. Until we consider politics quite good enough to be made welcome in the school, it won't be good enough.

The school should be the "neighborhood house." When fathers and mothers can meet under the school roof as in their neighborhood home, and the children have their games, their clubs, their dances there—when the school, in short, takes the place in the life of the people in the crowded quarters which the saloon now monopolizes, THEN THERE WILL NO LONGER BE A SALOON QUESTION. THE SLUM WILL BE DEFEATED.



Might Have Been Sure of It.
"Somehow," said the girl in blue, "I can't help wishing I had accepted him."
"Why, dear?" asked the girl in gray.
"Why, he swore that he'd never be happy again, and I'm afraid he is."
"Ah, yes," commented the girl in gray reflectively. "As matters are now you can't be sure that he isn't, but if you'd married him you could make sure of it."—Chicago Post.

Ear-Marks.
"Strange that the jury should give a verdict against him in his suit for damages."
"Oh! They had very strong evidence that he was a hypocrite."
"Why, no one testified to that effect."
"Perhaps not; but he wears flowing side-whiskers and a smooth lip and chin."—Catholic Standard and Times.

In a Tight Place.
"Yes," he said, regretfully, "I seem to be up against it good and plenty. My fiancée is wild on the subject of germs and microbes, and she insists that I must choose between her and my mustache. I'm due to lose one or the other."
"Lose the mustache, my boy."
"That's just the trouble. If you ever saw me without it you'd have my haunting fear that, when it's gone, I'll lose the girl, too."—Brooklyn Post.

Could Be of Assistance.
Jim—Say, Fred, old boy, I'm looking for some friend who will loan me ten dollars. Come, now—can't you be of assistance?
Fred—Certainly.
"Thank you ever so much."
"Yes, it's going to rain, and if you step over to my office I'll lend you one of your umbrellas so you won't get wet while you're looking."—N. Y. Weekly.

Might.
The pen is mightier than the sword, but in the large affairs of men this fact we may likewise record: The collar is mightier than the pen. —Chicago Record-Herald.

HER DEAREST FRIEND.



Miss Rosebud—I'm afraid I've caught cold. I have such a terrible headache.
Miss Lotus—Yes, dear, a cold always flies to the weakest spot, doesn't it?—Moonshine.

The Usual Thing.
I shot an arrow into the air; It fell to earth—I knew not where— Until a neighbor set up a howl Because I'd killed a favorite fowl. —Chicago Daily News.

Hope Springs Eternal.
Landlord—In one word, when are you going to pay your arrears?
Hard-Up Author—I will satisfy your demands as soon as I receive the money which the publisher will pay me if he accepts the novel I am going to send him as soon as the work is finished which I am about to commence when I have found a suitable subject and the necessary inspiration.—Tit-Bits.

When to Eat Pie.
"I see Boston people eat pie in the morning, and New Yorkers have it at night. Which do you think the better way, doctor?"
"Well, I should say the New York style. The longer a man puts off eating pie the better it is for him."—Yonkers Statesman.

Chicago Wealth.
"Born with a silver spoon in his mouth, eh?"
"Yes; favored his mother. His father, you know, is a Chicago man."
"What has that to do with it?"
"Well, if he had taken after his father, it would have been a silver knife."—Philadelphia Press.

The Sweeper.
"I shall sweep everything before me in this campaign," said the unscrupulous politician.
"I see," said his wife; "that explains what that rude person meant by saying you were out for the dust."—Washington Star.

A Poor Object Lesson.
"My! My! My!" said the little girl's grandmother, "you mustn't make so much fuss when you have your hair combed. When I was a little girl I had my hair combed three or four times every day."
"Yes," said the child, pointing at the poor little gray knot on the back of the good old lady's head, "and see what you've got for it!"—Chicago Record-Herald.

Taking a Drink.
Some men can drink and stop before they've gone too far, they think; And then they walk a few blocks more And then they stop and drink. —Philadelphia Press.

PRACTICAL DIFFICULTY.



He—I'd go to the end of the world with you, darling.
She—Yes, but have you the car fare?—N. Y. Journal.

Suburban Wooer.
The girl said "No" to all his pleadings, And every joy his heart forsook, For that morn his wife had told him To hustle out and hire a cook. —Chicago Daily News.

The Thwarting of David.
"I see that the cartoons represent us as Goliath," said the first magnate, "and the law as David coming to do us battle."
"Yes," laughed the second magnate; "but we have fixed all that."
"How?"
"The leather trust won't sell David enough material to make his sling."—N. Y. Times.

It Was Old.
"Confound it!" growls the testy husband, "I'd like to know what has become of that bottle of whisky I kept in my wardrobe."
"Why, Henry," says the patient wife, "I heard you tell Mr. Goop that it was 15 years old; so when I was collecting all our old things for the charity rummage sale I sent that along, too."—Judge.

Genuine Philosopher.
"Craps all burnt to flinders?"
"Yes."
"No rain in sight?"
"Not a drop."
"Totally ruint, ain't you?"
"Totally!"
"Well, what air you a-smilin' over?"
"I'm smilin' at the prospect of the sheriff comin' to levy on nothin'!"—Atlanta Constitution.

How a Maiden's Won.
Just a man and just a maid, Just a hammock in the shade, Just a pair of laughing eyes Tinted like the summer skies, Just a little argument Savoring of sentiment, Just the theme of love begun, And just this—the maiden's won! —Leslie's Weekly.

VERY PARTICULAR.



Caller—Is Mrs. Maltrooney in?
Bridget—She is that, sor.
Caller—Is she engaged?
Bridget—Engaged, indeed—she's married, sor.—Ally Sloper.

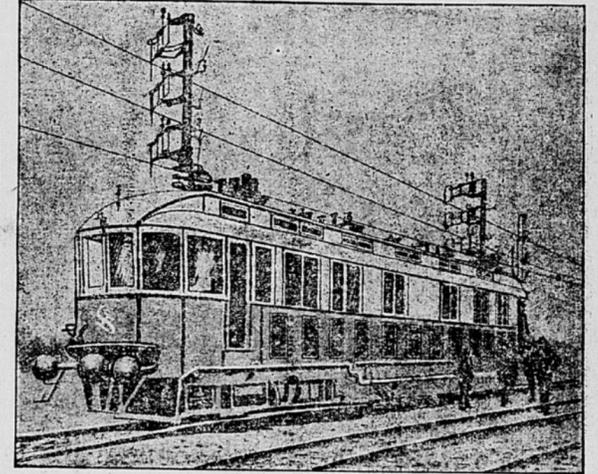
Household Economy.
Bramble—Why do you always agree with your wife in everything she says?
Thorne—I find it cheaper to do that than to quarrel with her and then buy diamonds to square myself.—Judge.

Railway Speed Experiments Tried in Germany

Some Wonderful Results Being Achieved With Both Electricity and Steam as a Motive Power.

DIFFERENT countries of Europe, and especially Germany, are devoting considerable attention to the development of speed in rail transportation, using both electricity and steam as a motive force. The Prussian government constructed a short line between Berlin and Zossen for military purposes, but last year turned the line over to an association of electrical experts that they might utilize it in ascertaining the utmost speed that could be developed from the electric current. On this road a specially constructed car has attained a speed of 110 miles an hour. The car, the roof and sides of which taper in order that as little resistance to the air as possible may be offered, is divided into three compartments with seats fixed transversely. The current is conveyed through the elaborate trolley-bar, and through transformers to the motors, which are bolted upon the axles of the trucks beneath the car, and are each able to generate 250 horsepower. Though they weigh four and a half tons each, these huge pieces of machinery move at the rate of 900 revolutions a minute when a car is going at full speed.

While this marks the high record with electricity as a propelling force the German society of mechanical engineers are making an effort to offer something equally or more practical with steam. If the Prussian state railways are to adopt electricity as a motive power for the purpose of securing increased speed it will be necessary to relay the lines with heavier rails and ties. It is to preclude the possibility of the ne-



A GERMAN ELECTRIC CAR CAPABLE OF RUNNING 110 MILES AN HOUR.

cessity of this change in motive power that the society of engineers have offered a series of prizes for the best design and specifications for a steam locomotive and group of cars which will collectively form an express train capable of carrying 100 passengers and their baggage with personal comfort, and at a speed of 75 miles an hour.

Several designs have been received and locomotives are now being built for the purpose of making the necessary tests. The specifications require that the engine and train shall be able to maintain a speed of 74.5 miles per hour for three consecutive hours without stopping for water or fuel and at a minimum expenditure of motive power. These locomotives and trains will be tested on the Berlin-Zossen line some time next year.

An interesting forecast of the pending competition has been given by Mr. Arthur Kirchhoff, editor of a technical publication in Berlin devoted to engineering and machinery, in which a description is given of certain features of the new locomotives which are to be tested.

During the experiments made with the electrical locomotives an attempt was made to determine as accurately as possible the waste of power entailed by the friction and resistance of air to railway trains at different rates of speed. It was found that while at a speed of 50 miles per hour this resistance on a still day was about 67.2 pounds per square meter of the surface of the front end of the car, the rate increased very rapidly with the augmentation of speed, so that at a pace of 93.7 miles the resistance rose to 157.5 pounds per square meter of impinging surface. Every projecting part, every window, door or other indentation which could form a pocket to catch the wind created by such high velocities increased the resistance to be overcome, so that in all future experiments the economy of rapid transit will require that the factor of air resistance shall be taken into careful account. This, according to Mr. Kirchhoff, is to be done by enveloping the engine and train, from pilot to rear platform, in a shell of sheet steel, jointed so as secure flexibility in passing curves, and so constructed as to inclose the locomotive and cars in a continuous tube, uniform throughout in size and presenting no projecting irregularities

which shall catch the resisting air. The front of the engine will be pointed or wedge-shaped, the sheath will inclose as far as possible the running gear of the cars, and even the wheels of both engines and cars will be closed disks of metal instead of, as now, spoked wheels with openings to catch the air.

In the experiments on the Zossen line the electric motors, conductors and transformers worked to the entire satisfaction of the experts in charge, and the maximum practicable speed and the consequent success of the trials were limited only by the track, which gave way rapidly when a speed exceeding 70 miles an hour was attained. This was indeed the unexpected and most important fact brought out by the trials, viz.: that an electric motor, as at present constructed, exerts a greater strain upon the roadbed than a steam locomotive. It had previously been claimed, with apparent reason, that, being a rotary motor, without the reciprocating motions of pistons and connecting rods, the electric locomotive would avoid the pounding of the track caused by the unbalanced parts and oscillating strain of the steam locomotive. It was therefore a surprise to find that above a certain speed the strain exerted on the rails by the electric engines was even greater and more fatal. This is now explained by the fact that the center of gravity in the electric engine hangs much lower than in the steam machine, and, what is still more important, the whole weight of the steam boilers, cylinders, pilot, etc., is carried on springs, while in the electric engines used at the trials the motors and all the

Great Waste of Money.
"Yes, I have had my girls all over Europe."
"And did you meet no one?"
"Not one, except a few beastly Americans."—Town Topics.