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TODAY'S WEATHER.

WASHINGTON, June 5.—Forecast for Sunday: Minnesota—Generally fair; northwesterly winds.

Table with columns: Place, Temp., Place, Temp. Buffalo 62-62 Cincinnati 70-74 Boston 52-58 Montreal 62-68

DAILY MEANS. Barometer, 29.88; mean temperature, 50; relative humidity, 64; wind, northwest; weather, cloudy; maximum temperature, 54; minimum temperature, 44; daily range, 12; amount of rainfall in last twenty-four hours, .01.

RIVER AT S. A. M. Gauge Reading, Danger Line, Height of Water. St. Paul 14 5.7 70.2

SCHOOLS AND CHARTER.

The issues which are to be considered at the meeting to be held at the Commercial club on Tuesday evening are broad enough and great enough to demand the attention and the ardent support of every true citizen of St. Paul.

This is that the economies, which are absolutely necessary in order to keep school expenses within the limits which the charter rigidly fixes, cannot be made by the lopping off of an excrescence here and there, or the excision of some branch or department of educational work.

It appears to us that all this discussion, which, by the way, has done infinite harm, has resulted only in showing conclusively that our school expenses cannot be reduced to the point required by the process of elimination.

It would be foolish and short-sighted to stop with a determination of this particular exigency. We do not want this agitation over again next year. We must not permit the reputation of St. Paul and its standing as a community, with which others will desire to cast in their portions, to be jeopardized by retaining an act of government that is now proved unequal to our needs.

We must have a new charter. We can keep all that is desirable in the old and modify it only in those particulars which, under the circumstances, such as the reduction in our assessed valuation, make it inapplicable and impossible to live with.

charter commission appointed by the judges of the district court. That splendid body of judges which constitutes the district bench of Ramsey county can be depended upon absolutely to select for this commission fifteen men who will be representative of all that is best, most intelligent and at once most progressive and most conservative in the city of St. Paul.

Before the judges can act the initiative must be taken by the people. They have two methods open to them. The city council may pass an ordinance requesting the appointment of a commission by the judges, and the work will be done. The council, which has proved itself a mere cipher in the public life, is not inclined to act.

The Globe is ready to vouch for it, and knows whereof it speaks, that, if this antediluvian body that pretends to govern us is so recreant to its trust, the people will take matters into their own hands. Let this, too, be clearly set forth at the mass meeting on Tuesday night, and St. Paul will have taken a step forward toward a new and broader and more vigorous life.

CRIME MAKES MEN BLIND. Were it not for the serious consequences individually, for the blight that it lets fall upon young lives and its blasting breath upon character and reputation, a crime like the recent bank robbery in St. Paul would almost command attention for its ludicrous aspect.

It shows once more, what has been demonstrated some thousands of times in human history and experience, the extraordinary power of a contemplated criminal act to distort and throw out of relation to each other the ordinary affairs of life; so that the criminal becomes, apparently, incapable of exercising the ordinary judgment that he would use in other affairs; that he has used in planning and consummating his act down to the very moment of success.

Eliminate the element of conscience and the inherent weakness of conscious guilt, and you have a crime of which it would be almost impossible to convict any one. No one but the two parties to this could possibly have knowledge of it. There was no other witness of the affair. There was nothing but the bare suspicion that the money package had been taken from the bank by the method actually used, because no other way could be imagined.

It was at this point, it is always at this point, that the criminal's scheme breaks down. There is no cohesive power in evil. The ability to plot and plan and arrange a series of complicated details fails when the attempt is made to apply it to conduct after the crime is finished.

If those who contemplate a criminal act could know in advance what it means to cover it afterward, the annals of crime would be stripped of nine-tenths of the events recorded there. Not the operation of human law, not the keen scent of those whose business it is to unearth crime, but the effect of crime itself upon the individual, its weakening of the judgment, its lessening of the ability to think clearly and to co-ordinate thought and action, are

forever arrayed against its own success. The scheme of this robbery, looked at in the light of its failure, seems incomparably ingenious on one side and incomparably foolish on the other. Accomplishment was easy beyond belief. Concealment, by the very nature of things, was not possible for a single hour.

A PRACTICAL FLYING MACHINE.

The question asked of himself by the youthful Darius Green has never ceased to bother mankind. The scientist as well as the crank has been curious to know why, if birds could fly, the master of created beings could not accomplish the trick. Now the answer of science, as to the reason man cannot fly, is that he can if he will only go about it in the right way, and science speaks with the voice of Prof. Langley, of the Smithsonian institute, who has devoted a large portion of his life to the problem of aerial navigation.

The principle of the Langley aerodrome—air runner—is that which enables the skater to glide over thin ice without breaking through. In its elements the truth which he has established is that a plane surface, sufficient speed given, will, in effect, sustain itself in horizontal flight and can be moved forward with a surprisingly small expenditure of energy.

AN ATROCITY AND AN ANSWER. It seems curious that Republican platforms should cease to refer to the administration of lynch law as a feature of Democratic communities and the particular pastime of the South.

Prof. Langley is not a dreamer, and in his description of his efforts he stops short at what he has accomplished and devotes no space to the wondrous possibilities of his work. In this he sets an example which the average reader will not follow. The temptation is too alluring to be resisted, and no one who follows the story of the patient endeavor will stop without at least a thought of the time when the air runner will be a matter of utility and not of wonder.

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And all this is simply due to the fact that the wheel is an innovation, disturbing the complacency of former adjustments and requiring new ones to be made. Mankind had long ago arranged the terms on which it would coexist with the butcher's and grocer's furiously driven carts by letting the carts have the right of way and looking out for itself.

whelman ever dreamed of rivaling, the public had to go through the usual process which ended in its taking a little extra precaution so as not to collide with the flying car. In a larger way we have seen other adjustments go on until the equilibrium was restored. English mobs, fifty years ago, went through the mills destroying the machinery that had displaced manual labor, and farmers lamented the advent of the railway that was to destroy their investments in horses.

A proper understanding of some things by councils and pedestrians will facilitate the adjustment of the relations of the latter to their fellow mortals who have acquired the trick of balancing on the wheel and making it their obedient servant. One very powerful fact operates on the wheelman, and that is that a collision means more to him or her than it does to the footman, for there is not only the chance of bodily hurt, but of injury to the wheel with a bill for repairs that is rarely modest.

Gradually, while councils are piddling over silly regulations, prescribing lamps and bells and rates of speed and barring routes, the public is quietly adjusting itself to the inevitable, the permanency of the wheel as one of the social adjuncts. Timidity is passing away and assurance resuming its seat. Where the equilibrium is fully restored one sees its possessor crossing the street as unconcerned as if no wheelman was bowling along on his starboard quarter to deftly turn aside when collision was imminent.

When is a person "aged?" A peculiar clause in the exemption law of the state of Georgia has given the first judicial decision of a time when a man can be classed as aged. This clause exempts from seizure on execution the property of any person who is "aged or infirm."

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Obeying Orders. "May I please your majesty," interrupted the head chef, deprecatingly, "the fattest captive objects to being eaten on the plea that he is a great philanthropist."

The Greek Hymn. Greece's national hymn, taken from Dionisi Saloni's "Hymns," was first published in London. The first part of the original poem was a eulogy of the land of Washington.

A Little Bible. A queer sight was the ladies' night of a London microscopical club, where the guests around 104 microscopes were seated. One of the curiosities shown was a chapter of St. John written on two thousand parts of a square inch, which scale the whole Bible would cover just one square inch of space.

peated. The spirit that prompts lynching is the spirit of revolution and of anarchy, and it knows no political divisions and no sectional lines.

STREET CLEANING IN BUSINESS.

When public indignation and disgust reached the boiling point in New York city the voters smashed the Platt-Crocker combine and installed an administration determined to conduct the affairs of the city on as thoroughly a business basis as the legislature of the state, still Platt's organ, would allow.

There was a storm of criticism, abuse, ridicule and opposition. Some of the professional old soldiers, having demanded places without ability to do the work and meeting with rejection, provoked the colonel, by their comment, into some harsh expressions about their kind that called down the posts on him and on the mayor with demands for his removal.

The other day Col. Waring had his brigade of street cleaners out for review before the mayor and other dignitaries of the city. They formed in line, twenty-five hundred men, clad in their white duck suits, each with a flower in his lapel, and marched to the strains of the bands with all the correctness of step and alignment of the proudest militia in the land.

How characteristic of the thoroughbred Bourbonistic journal is this comment! The Globe in its weak way tries to represent the Democracy (it? of Cleveland, that was absolutely blind to the existence of corporations and trusts during both his administrations, and therefore that paper thinks must be equally blind, and so it is and confesses it. Well, the Globe can be blind, easily, for that is its nature.—Minneapolis Evening Press.

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that it was necessary that some arbitrary limit should be put to their continuance on the active list. Back of this was the pressure from below of ambitious subordinates, chafing under the slow rate of promotion, hindered by the pertinacity with which those at the top held on to their full pay and, by neither conveniently dying nor asking to be retired, obstructing the rise from lower to higher rank, with its increase of pay and emoluments.

But, notwithstanding these two authorities, the question of when a person is really aged is an open one, and, as the Georgia court observed, "not susceptible, for all purposes, of precise definition." Probably no two persons would ever agree upon the precise year when that term would fit the person. It could not be left to the young or even the middle-aged, for, from the standpoint of the man who has passed the half-century mark, their conception of how many years must elapse before a person becomes old is, in his judgment, always absurdly short of the mark.

The use of the cane is no longer indicative of years, since it has become the necessary appendage of beardless youths; and the "scholarly stool," too, has become too prevalent to allow bent shoulders to be taken as a sure sign of age. Our hot pace has carved the wrinkles of care in young faces too frequently to leave that indication any value. This process of exclusion leaves every case to be determined upon its own merits, in spite of the decision of the Georgia court that the haleness and heartiness of the individual has nothing to do with it.

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IS TRAINED IN CIVICS

W. B. BOWRING, FORMERLY MAYOR OF LIVERPOOL, VISITING ST. PAUL.

UP IN MUNICIPAL AFFAIRS.

HAS HAD YEARS OF EXPERIENCE IN THE GOVERNMENT OF HIS CITY.

POINTS OF DIFFERENCE NOTED.

Is Looking Over the Different Forms of Rapid Urban Transit in American Cities.

The name of W. B. Bowring, Liverpool, England, as it is written on the register at the Ryan hotel, has nothing in it to indicate that the owner was mayor of Liverpool prior to 1894, but such is the case.

Ex-Mayor Bowring, with his wife, sister and nephew are traveling on the American continent purely on pleasure, as far as the ladies are concerned, and on business and pleasure combined, so far as Mr. Bowring is concerned. They have visited New York, Boston, Chicago and other cities and are spending two or three days in St. Paul and Minneapolis before leaving for Yellowstone Park, of which Mr. Bowring says he has heard so much in Europe that he determined to visit it the first time he came west of Chicago.

The mayor is a distinguished man, and like all highly-bred Englishmen he is broad, tolerant and generous in his views. He represents fairly the type of Englishmen whose protestations of friendliness toward Americans go deeper than mere after dinner pleasantries. He respects America and Americans. He finds things to criticize, but does so without feeling or prejudice, leaving the minds of those who listen that feeling of respect that only broad-minded men can command. In personal appearance he is a typical Englishman, large of frame, with a clear and rosy complexion, robust health and finely preserved. His language is not marked by the broad English accent characteristic of many.

Mayor Bowring has had years of experience in the municipal government of Liverpool and takes just pride in the high rank that ancient municipality has attained. Liverpool, Glasgow and Birmingham are the best governed cities on the English coast. Perhaps Glasgow is the model, but Liverpool comes a close second. Her administration is the highest in intelligence and conservatism. It is said that the government of Liverpool is one of the most strictly honest in the world. In this connection Mr. Bowring remarked to a reporter for the Globe last evening, that he believed the above which is heaped upon the municipal governments of American cities was unjust. He did not believe that such gross dishonesty existed as was claimed.

Liverpool, said the ex-mayor, has recently been securing control of its municipal improvements, and now controls its own water and gas plants. Within a few months past the city has acquired full control of the tram car systems of the city, and in the near future the entire revenues of this system will be diverted into the municipal treasury. Mr. Bowring looks upon this achievement as one of great benefit to Liverpool, as it will create a large revenue for current expenses. The lines have hitherto been controlled by a private corporation which leased the lines and all rights from the city.

It is in connection with this matter that Mr. Bowring finds business in the United States. He realizes that America is in a great hurry. During the past year in the United States he is making a careful investigation of all forms of rapid street railroad travel, and will use his information in the advancement of the municipal tram system of Liverpool.

"I believe that there are now but two forms which will be suitable for the Liverpool tram system," Mr. Bowring said. "While in New York I made a study of the various systems then in vogue, and I am of the opinion that the compressed air is being tried in New York with success. The underground trolley is also being tried. I do not want the overhead trolley in Liverpool. This form of traction, together with the cable system, is unsuited for our streets, mainly because the streets of Liverpool are irregularly laid out and intersect each other constantly. Your American streets are generally laid out in a gridiron plan."

The government of Liverpool is based upon a charter which is the same as the imperial charter. Under it the city has a board of aldermen and a board of common councilors. The two bodies contain in all 112 representatives. The aldermen are elected for six years, and the common councilors for three. In this way the city always has experienced men at its head. Liverpool women enjoy rights which their American counterparts are inclined to believe their sole prerogative. In Liverpool widows or spinsters, who were land and house owners, and who are independent of man, are permitted to vote in municipal elections. There are other qualifications besides the above, but they are the principle ones. The taxes of Liverpool are based upon a different plan than those of American cities. In the latter city the taxes are levied against rentals, the amount being four shillings and six pence per pound sterling. Therefore the owner of an unleased or unoccupied building does not pay tax, and is not burdened as is the case in America. There are many other radical differences between English and American municipal systems, and Mr. Bowring generously says that both systems have advantages.

In speaking of the failure of the Anglo-American arbitration to attain success, Mayor Bowring manifested the same spirit of fairness which characterizes all his utterances. "The failure of the treaty to pass your congress is greatly to be deplored," said the mayor, "but I do not think it signifies, though, that the sentiment expressed by your senate is the sentiment of your intelligent citizens. It is the prevailing belief in England that the large majority of American citizens favored the treaty. There is nothing but disappointment in England at its failure. The time must come when two kindred nations, speaking the same tongue, and the nations possessing the most personal and national freedom, must enter into a treaty of peace and arbitration."

What An Oyster Knows.

Oysters, after they have been brought away from the sea, keep by instinct the exact hour when the tide is rising and approaching their beds, and so, of their own accord, open their shells to receive their food from the sea, as if they were still at home.