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TODAY'S WEATHER. WASHINGTON, Oct. 13.—Forecast for Thursday: Minnesota and the Dakotas—Local showers; cooler; winds shifting to northwesterly.

GENERAL OBSERVATIONS. United States Department of Agriculture, Weather Bureau, Washington, Oct. 13, 6:45 p. m. Local Time, 8 p. m. 75th Meridian Time.—Observations taken at the same moment of time at all stations.

Table with columns: Place, Temp., Wind, Clouds, Rain, etc. for various locations like St. Paul, Duluth, etc.

DAILY MEANS. Barometer, 29.56; mean temperature, 52; relative humidity, 67; wind at 8 p. m., south-east; weather, partly cloudy; maximum temperature, 67; minimum temperature, 36; daily range, 31; amount of precipitation in last twenty-four hours, 0.

Table with columns: Station, Danger, Change in Barometer, etc. for various stations.

PRINCIPLE OR EXPEDIENCY. Ex-Gov. Horace Boies is out with another public expression of his views upon the issue of '86 and its prospects.

In his latest pronouncement, Mr. Boies argues that the declaration of the Chicago convention had no binding force upon the party after the election that determined the question raised by it and the St. Louis convention.

When the Dingley bill was in process of incubation we warned our readers to prepare for advances in the price of all the articles receiving special favor in that instrument.

At the meeting, which was largely attended and to which those who could not attend sent approving letters, there was a full discussion of existing conditions.

The line to be drawn plainly runs between issues that are mere temporary expedients, such as that of 1896, and those that involve and are distinct with a vital Democratic principle.

The Dingley bill is probably the cause of the big advance in prices on material for our products.

and should be sent to the junk shop. But where the issue is vitalized by a historic principle of the party, no defeat can destroy or impair it or send it to the boneyard.

AGAINST SANITARY SCIENCE. The discussion by the state board of health in the transportation of the bodies of the dead, a subject that recently engaged the attention of the national conference of boards of health, affords the strongest possible argument that could be made in favor of cremation.

A CLAIM AGENTS' WAIL. The National Tribune, still, we assume, the organ of a firm of pension claim agents, does not take kindly the criticisms of the Globe on the announcement of Commissioner Evans that he will have to ask pardon for contributing some five million dollars to the annoying deficits in the treasury.

He says the Tribune makes answer to the usual animosity of the Globe to the old soldier is again breaking out, the customary retreat of pension claim agents whenever criticism is made of them, their measures or their methods.

He says the Tribune says that in favor of the crematory as against the grave, or rather, as a preliminary to it. There is no reason why the ashes of those who have gone should not be buried as reverently, and their resting place as tenderly cared for, after cremation as after interment.

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And why not, pray? Is either of them any different now than when the very salvation of society depended upon their election? Didn't you know just as well what "things" they were last fall as now?

A Tanner formally opened his flouring mill for the manufacture of flour, last Monday morning, and the results are eminently satisfactory. The flour is of a fine quality and the miller sticks to his last nor the tanner to his tanning.

RACE DEGENERATION. Dr. Kellogg Says There Is Great Danger of It. BATTLE CREEK, Mich., Oct. 13.—A paper read at the afternoon lecture here at the civic congress, by Dr. J. H. Kellogg, caused something of a sensation. He said in part: "Notwithstanding our marvelous accumulation of wealth and wisdom, we are certainly going down physically toward extinction. This assertion will doubtless appear in the highest degree reckless, and perhaps in the average length of human life has been doubled within the last two centuries. But vital statistics are not the true measure of the constitutional vigor of the race. The average length of life does not represent the vital capacity of the race. The true measure is the number of individuals per thousand who attain great age."

"Sanitarians pride themselves on having saved millions of lives and the credit claimed is justly due. Nevertheless we must not see in this great increase of life the average length of human life an indication that by a continuation of the same method human longevity may be indefinitely or even greatly increased."

"Public sanitation, quarantine laws and general hygienic regulations serve a useful purpose in the prevention of epidemic and endemic diseases, but the influence, at the same time, serve to keep alive a great number of physically weak people and worthless human beings, who would otherwise be carried off by disease, nature's method of securing the fittest."

"It is high time that society gave more serious attention to the great class of bankrupts by heredity from crime and criminals, cranks, lunatics and imbeciles. The remedy is to be found in the cultivation of private hygiene. Attention must be given to the training of the individual; men and women must be made to see that the prevalent conditions of our modern civilization are anti-natural and tend to the physical degeneration of the race."

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WAGES MORE THAN HALF OF THE COST OF RAILWAY OPERATION. REPORT OF COMMISSIONER. TOTAL MILEAGE OF THE UNITED STATES NEARING A DOUBLE CENTURY. CAPITALIZATION OF TEN BILLIONS. Equal to Nearly \$60,000 Per Mile—Death Roll of Two Thousand.

WASHINGTON, Oct. 13.—The ninth statistical report of the interstate commerce commission, for the year ending June 30, 1896, gives interesting information concerning the mileage, equipment, number of employees, capitalization and valuation, accidents and earnings and expenses of railways in the United States for the year named.

One hundred and fifty-one roads, representing 30,475 miles of operated mileage, were in the hands of receivers on June 30, 1896, a decrease of eighteen from the previous year.

The capital stock represented by the railways controlled by receivers was \$742,597,698, and the funded debt was \$899,733,766.

The total railway mileage on June 30, 1896, was 182,776, an increase of 2,119 for the year, Georgia showing the largest increase, viz., 233 miles.

The number of locomotives in service was 35,950, and of cars of all classes 1,297,649, an increase of 251 locomotives and 27,088 cars.

Of the total cars and locomotives 48,584 were fitted with train brakes, and 545,883 with automatic couplers. The number of freight locomotives fitted with automatic couplers was 3,373 out of a total of 20,351, and the cars in freight service fitted with train brakes was 373,953 out of a total of 1,221,887.

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Recent information, while it may in some cases modify the crop estimates for particular countries, does not essentially change the situation, or reduce the deficiency in the principal cereal crops of Europe. The outlook for wheat in the Australian colonies continues good, but the prospects in Argentina are somewhat less bright, owing to drought and frosts.

The annual estimate of the world's wheat and rye crops issued by the agricultural department of agriculture, gives the following revised schedules for 1897, as compared with 1896: Wheat production, importing countries, 800,771,000 bushels for 1897; 886,639,000 bushels for 1896. Exporting countries, 1,341,806,000 bushels; 1896, 1,452,902,000 bushels.

Total wheat and rye production for 1897, 1,452,902,000 bushels; 1896, 1,452,902,000 bushels. Total wheat and rye production for 1897, 1,452,902,000 bushels; 1896, 1,452,902,000 bushels.

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