

the State and National governments, by concessions of rights of way and the right to use a portion of the waters of the Merced river below the Yosemite Valley where that stream crosses the National Park.

Work For The State.

But the State has a work to do that should never be turned over to private parties, and that work consists in the erection of proper hotel accommodations. These hotels will necessarily cost much money and they should always be kept under the control and supervision of State authorities.

There should be one grand Yosemite Hotel built for the use of people of wealth who want first class accommodations and are able to pay for them.

Then there should be another large hotel built on a cheaper plan where the prices would permit men of ordinary means to go with their families and get good accommodations at a price entirely within their reach.

Then there should be a still cheaper place for those who must absolutely economize—a boarding hall with cheaper accommodations in the way of rooms or tents so that no one need be shut out of the valley because of their financial condition. All these improvements should be provided by the State. The electric railways and inclines would be of little value unless the facilities for keeping the people were provided, and these facilities should be ample and should be increased from time to time as the travel increased.

There should also be a good hotel erected at Glacier Point, on the south side of the valley, and another at such point as might be selected to meet the demands of the public on the north side of the valley, and probably other hotels at other points as might be needed.

Possible Cost.

It might require \$2,000,000 to build the necessary hotels and build the necessary roads and trails as contemplated by this sketch, and put those now built in first-class repair, but such an investment would pay the State. In the first place, the direct income from the valley would pay interest on a bonded debt created for securing this money and also provide a sinking fund with which to eventually liquidate the debt itself, so that the valley improved would cost the State nothing—absolutely nothing.

A Yosemite Valley thus improved would become a valuable asset instead of a burdensome liability. Not only would the property become self sustaining, but it would draw wealth to the State from all parts of the world, and thus become of great value to the people at large in all sections of the State, and there need be no fear that Southern California would get its portion of that benefit.

Under present conditions visitors to the valley must necessarily expect to experience inconveniences and poor service that cannot be avoided. The demands on the hotels are beyond their capacity, and this condition of affairs cannot be overcome until greater accommodations can be provided, and these must be provided by the State.

Man And Nature Work In Harmony.

It is argued by some that railroads and electric railways and other similar improvements would mar the beauty and grandeur of Nature's great work in this valley. This point is not well taken. The same argument would prevent the building of hotels and running stage coaches or even putting a saddle on a burro. These improvements would add to that beauty and grandeur. Besides there would be no beauty and grandeur in the valley if there were no human soul there to behold and enjoy it; and the more peo-

ple there are in the valley the more beauty and grandeur.

The papers of the State should take up this question and discuss it, and urge action upon the next session of the Legislature. L. M. H.

Editors Busy.

The late editorial outing in the Yosemite did not attract as many pencil pushers as was anticipated. The Southern California editors appear to be divided into two or perhaps three classes.

First, there is one class who are not in a flourishing condition and they could not afford the expense—light as it was—of such an outing. This was a small class.

Second, there was another class who were making so much money that they could not possibly leave their business for even a single week. This was a large class.

Third, there are possibly a few who do not belong to either class.

Again, there is a political campaign just in sight. Editors learn to make hay while the sun shines. The prospective candidates must be looked after. They need advice. Their desires must be kodakked and shown to the public. The average editor loves to do this work—just for the fun of the thing—sometimes.

The country must be saved, you

know, and unless the editors and politicians work vigorously and lose no time, possibly the country may be lost.

Edison's Storage Battery.

If Thomas Alva Edison is right in his opinion regarding the new storage battery which he has perfected, a change of almost revolutionary character may be forthcoming in the electrical world. The batteries now in general use, consisting of a positive plate of lead peroxide and a negative plate of porous lead are heavy in proportion to the power stored, are rapidly exhausted, require a long time for charging and wear out too rapidly. Mr. Edison, by the use of nickel and steel in place of lead, believes that he has overcome most of these disadvantages. His battery is light, gives one horsepower for every fifty-three pounds of weight, and is said to be practically indestructible, the only renewal required being the addition of a little water occasionally to replace evaporation. The inventor has made experiments, which indicate that with these batteries vehicles can travel 100 miles without recharging.

The possibilities of such an improvement in storage batteries are hard to estimate. The inventor evidently regards his battery as especially applicable to land transportation, but apparently it must be of no less value in the propulsion of launches and ferries and in divers other ways in which a durable and inexpensive motor may be needed. As a means for the application and distribution of electrical power it may bring a new set of me-

chanical activities into play. Perhaps it may also mean the introduction of new methods of street railway transportation. In any event, it must hasten the day when the horse will cease to be a necessary factor in traffic.—Chicago News.

Selfishness wants all and enjoys nothing.

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