

he did accomplish, may be commended the following words of Carlyle concluding his essay on Voltaire, in which many an adverse criticism is passed on him: "He gave the death stab to modern superstition! - - - That, with superstition, religion is also passing away, seems to us a still more ungrounded fear. On the whole, we must repeat the often repeated saying, that it is unworthy a religious one either with alarm or aversion; or with any other feeling than regret, and hope, and brotherly commiseration." It is time that it should cease to be a mark of piety to refuse to recognize the good, little or much, that has been done by those who have been led to oppose the church.

CURRENT COMMENT.

Again the South has been the scene of another outrage. The newly appointed postmaster at Sharon Ga., was not long ago beset by a democratic mob and forced to resign. The only reason given for this detestable act is that Mr. Duckworth the postmaster, had formerly been a democrat, but had accepted the office from a republican administration. We do not dispute the fact that partisanship is a good thing but when one becomes so infatuated with a political party that one is blinded to all principle and right, it is time to call a halt. In the case of Mr. Duckworth his ability to discharge the office was not assailed. He had simply gone from the ranks of one political party to the ranks of the other, and for this reason alone he was ousted. Men are continually changing from the republican party to the democratic party and vice versa, so why should there be such a commotion in this case? The federal government saw fit to place Mr. Duckworth in this high position, and the action of the democratic mob has placed a slur on the government that intelligent and fair minded men should strenuously oppose. It is supposed that the federal government is able to perform its duties and fulfill its obligations without any outside help and until the contrary is proven all unlawful resistance should be immediately quelled. Such strifes as this, between the republicans and democrats tend to destroy that fellow feeling that should exist between the two parties, and to place our country in no enviable condition.

At last the place for holding the world's fair has been selected. The fight has been long and hotly contested. Of the four cities that wished to have the fair Chicago and New York were in the lead from the start, but when the final ballot was taken New York had to give way and see her opponent, Chicago, carry off the honors. The West may consider herself fortunate in obtaining the world's fair, for the immense crowds of people that will be brought here during that time will have a splendid opportunity to observe the resources of this country, and this is what we want. The rich, fertile soil is the principal attraction of the West, and by locating the fair at Chicago those who visit it will be brought almost into the heart of the western country. While the products of foreign nations will be there in abundance, yet products from this country will be there also, and besides these, we will have the advantage of other nations by placing our whole country on exhibit.

Chicago has taken a very heavy burden upon herself. It is a great responsibility and one that she should not be left to bear alone. No matter whether the fair will be held in 1892 or 1893 there will be an immense amount of work to be done; work that should enlist the interest and aid of every loyal American.

An amendment to the world's fair bill has been proposed, the object of which is to place ladies on the board of commissioners of the fair. This is a good plan, and the amendment should be adopted. Both sexes will then become interested and success will be assured. Next to Columbus, who discovered America, credit should be given to Isabella, who made it possible for Columbus to go on his voyage of discovery. The ladies' "Isabella League" would see that the queen would not be forgotten at the celebration, and the unveiling of a statue of her would form a very interesting part of the ceremonies.

From the ranks of the corps of civil engineers one of the brightest lights of that profession has passed away. A man who is as old as the profession itself, and to whose efforts is largely due the greatest advance in civil engineering as regards steam and its appliances. Although now Lead Captain John Ericsson, during his life, carved on the walls of fame a name which time will not efface. A vast amount of work was marked out for him to do, and nobly did he do it. His mind was always under his control and never once did it relinquish its duties. His labors were so constant that he found little time to devote to the outside world and for this reason was never brought into very great prominence before the people, but who deserves more to have his memory perpetuated than John Ericsson? He was a Swede by birth. Born July 31, 1803. His principal study through life was the steam engine, and it is said he designed over 500 of them. After he had been in England two years (1828) he invented a steam fire engine, the success of which exceeded his expectations. He was no more free from trials and reverses than was any other great inventor. This invention was looked upon with suspicion by some, the hose was cut by jealous firemen, and for want of a better excuse the authorities claimed that the engine consumed too much water, hence they did not deem it advisable to use it.

As an illustration of his great inventive genius, and to show how carefully he studied and how well he had his work planned out in his own mind one incident will suffice. In 1829 a prize of £500 was offered for the best locomotive built on certain principles. Twenty-one weeks were given the contestants before the day set for testing the engines. Mr. Ericsson did not hear of this offer until seven weeks before the time was to expire. He then went to work in earnest and constructed a locomotive which he called the "Novelty," but he had no time to try its merits before the day of the trial came. There were several engines tested but the two best ones were his engine and one made by Stephens called the "Rocket" The "Rocket" was a clumsier engine than the "Novelty," but Stephenson had tried it himself and had it in good working order. The "Novelty" was the favorite from the start, but while it was being examined some parts of it gave way and Ericsson withdrew it from the contest and Stephenson was awarded the prize although the judges acknowledged that the "Novelty" made the better appearance.

Captain Ericsson never spent much money on himself, but in order to realize an idea or theory he would spend enormous amounts. In 1839 he came to the United States, and in 1843 built the "Princeton," a vessel on which he spent two years of constant labor and which, when completed, was a great benefit to the nation. The advent of the "Princeton" was a new departure in the method of navigation vessels. It marked a distinct change in the progress of naval science, but, although it was so highly advantageous to the government, yet Ericsson was only awarded a very trivial sum for what he had accomplished. This sort of action seems to