

TEMPERANCE COMULM.

HIGH LICENSE vs. PROHIBITION.

[From Frank Leslie's Illustrated]

This paper has said more than once that no reform movement could succeed that did not have behind it the encouragement and support of public opinion. For this reason, as well as because of the failure of prohibition wherever it has been tried, we have said that high license offered a more practical remedy for the evils of the saloon than prohibition. Proof of the correctness of our judgment comes, with singular force, from the prohibition State of Iowa.

The officers of the law and Order League of Sioux City, in that State, have announced that the organization will cease for the present, its efforts to enforce the prohibition liquor law, on the ground that 'it is a hopeless task when the city and county authorities oppose them.'

Of course, it must be a hopeless task under such circumstances.

Prohibition in this State would be simply equivalent to free license under such circumstances. The case is as plain as anything possibly can be, and the blind fatuity of the advocates of prohibition, who will not see the truth, is simply astonishing.

As against the failure of the prohibition effort stands the success of high license in the suppression of the saloon. A recent dispatch from Baltimore stated that the effects of high license in that great city during the nine months of its operation, according to official reports, were as follows:

During the January term of the Grand Jury of 1890 the number of cases of Sunday liquor selling was 817; during the May term 335, and during the September term 898. The High License law went into effect May 1st 1890. The commissioners say: 'The last Grand Jury had before it the smallest number of cases during any term for many years and compared with the January term of 1890, the one just previous to the beginning of the High License law, the cases reported to the last Grand Jury were 489 fewer. The May and September terms combined had 154 fewer cases than the January term of 1890. Comparing 1890 with 1889, there were 989 fewer cases in 1890.'

This is a record that speaks for itself.

PROHIBITION GAIN IN STATE OF IOWA.

[Iowa Prohibitionist, Des Moines.]

We are glad to inform our readers that the final official vote of Iowa makes the highest Prohibition vote, (that of J. C. Reed for State Treasurer), 1,844 instead of 1,708 as previously reported. This is a net gain over our vote in 1889, of 691—instead of 555, as first reported. Let us 'thank God and take courage.' This is a great gain, and very encouraging considering the many counter influences to which the cause of Prohibition was unjustly subjected in the last year. Let us now double our diligence.

ALCOHOL INJURIOUS TO THE HUMAN ORGANISM.

[From League Journal, Glasgow.]

It is the erroneous notion that alcoholic liquor is good, and the acquired liking for it, which maintain these drinking customs which temperance people seek to abolish. Many assert that alcohol is not essentially an evil thing, or more diabolic than any other substance. It is liable, they say, to greater abuses, but these are made by man and not by Nature that has created the substance. Now, scientific investigation proves that alcohol is injurious to the healthy human organism, and on that firm ground we hold that it ought not to be used as a beverage.

It is somewhat of a quibble to assert that it is the abuse and not the use that is to be condemned. It is in the very nature of alcoholic liquor to intoxicate and, therefore, it is wrong to indulge in it, although in itself it is no more 'a wicked thing' than prussic acid or strychnine.

Temperance advocates do not throw all the evils on the chemical substance and on the liquor trade. We point out the folly of people who indulge in the drink. All who uphold the drinking system, whether buyer or seller, must share the blame, as many of them suffer the consequences of evil doing.

RAPID TRANSIT IN NEW YORK

There seems to be a general consensus of opinion that the only proper solution of the rapid transit difficulty in New York City is an underground electric railroad, or rather, several such roads. An eminent capitalist in discussing the situation the other day, said: 'But an underground electric system is what we must eventually come to, and the sooner the better. Any prejudice against it at first would be gotten over much more quickly than the prejudices against the 'L' roads. I believe that in two years from now we shall have such a system.'

So do we, although it will probably take rather more than two years to give New York all the underground electric rapid transit she needs, notwithstanding the speed with which the tubular iron tunnels can be constructed. As for the rolling stock, there are half a dozen firms of electric traction engineers who would be glad to take a contract to supply all that could be needed in two years time.—*Electrical Review, New York.*

The wage earning classes mustn't suppose that 'free silver' means that silver will be free.

It simply means that they will be free to take eighty cents' worth of silver for a dollar or go without and starve.

The last French Exhibition scored a profit of \$2,000,000.

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