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ESTABLISHED FEBRUARY 8 1848. Vol. 48, No. 12.—Entered at Pittsburg Postoffice, November 18, 1855, as second-class matter. Business Office—Corner Smithfield and Diamond Streets. News Rooms and Publishing House —75, 77 and 79 Diamond Street. EASTERN ADVERTISING OFFICE ROOM 21, TRINITY BUILDING, NEW YORK, where complete list of advertising rates will be found. Foreign advertisers applying to the publishers. Home advertisers and friends of THE DISPATCH in New York, are also made welcome.

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PITTSBURG, SATURDAY, FEB. 28, 1891.

WESTERN MORTGAGE SLARKS. That much disputed subject of farm mortgages is receiving light from the partial Census returns. Alabama and Iowa furnish illustrations of the condition respectively of Southern and Western agriculture.

THE INQUIRY took its rise out of disputes on the propriety of the agricultural interests. Representatives of the farmers ascertained that they were squeezed to death by mortgages, while the opposite interest denied this. The presumption that the farmers knew more about the existence of mortgages than their opponents is measurably borne out by the Iowa return, which is not the State where the evil is reported worst.

ON THE other hand, the totals from Alabama reveal an unexpected condition of solvency. The total of real estate mortgages in the Southern State is \$39,000,000 in round numbers. This covers only one-fourth of the average of that State, and amounts to \$20 per capita of population, or \$130 for each family of five. In Iowa, where the expectation would be to find affairs better, the mortgages reach \$120,000,000, covering one-tenth of the average and amounting to \$104 per capita or \$520 per family. The possibilities of usury and mortgage slarkism are illustrated by the statement that interest charges range in Alabama from 1 to 40 per cent; while in Iowa the rate is 1 to 20 per cent.

IT is enough to raise suspicions of the accuracy of the figures to find it asserted that a State like Alabama, which was in the depths of bankruptcy twenty-five years ago, is so much better off in this respect than one like Iowa, that is supposed to have enjoyed uninterrupted prosperity ever since it was settled. Perhaps the adversity of one section and the prosperity of the other a generation ago may be the cause of the change of places now. The totals as given do not indicate that we need be uneasy about the condition of Alabama; while Iowa is a State that ought to be critical.

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NEVERTHELESS the affair puts the hope of a pacification between France and Germany in a very dubious light. The German Emperor has been represented as desirous of conciliating the French in pursuit of his policy of general pacification in Europe. But if his mother cannot visit Paris to improve the relations between the two nations, without danger of a popular outbreak, he will have a good excuse for throwing aside all talk of conciliation. The present reports show that the French have so long nourished the hope of a revenge for disasters, the responsibility of which rested on their own Government, that they will not give even a decent hearing to propositions for lasting peace.

THE ANXIETY of certain of our contemporaries to discover argument against the Erie Canal project has resulted in some remarkable efforts to that line. The presumption that railway influences had inspired these efforts to throw discredit on the project would be very strong, if it were not that they are entirely below the level of moderate corporate intelligence. The railway interest as a rule has mental ability enough to keep quiet if it has not at least specious arguments to allege against a scheme, and to rely upon political influence to suppress what is opposed to it; but these arguments display no such powerful resources.

A SPECIMEN of this logic was furnished the other day by a journal which alleged that because this Canal would contain 40 locks, that it would not compete with the railways. This argument in the light of the fact that the Erie Canal with 72 locks has maintained a steady competition with the great trunk lines, at rates from one-half to three-fifths the railway charges, and has been declared free of tolls after having received to the State its cost and maintenance and \$12,000,000 over, is particularly trivial. It also exhibits a striking ignorance of the fact that the Welland Canal, now the most productive of the world, contains only 27 locks in a line—less than one-fourth the length of this canal.

ANOTHER journal gives a great deal of space to the number of drawbridges required for railway crossings of the canal. It figures out that in the 140 miles of its line it must actually have eleven drawbridges. It is not quite clear whether it is the interference with the railway traffic or the cost to the canal of the drawbridges that is objected to; but as all the companies operating lines which will cross the canal are to carry traffic more than one party in a direction, the Lake, Shore and Michigan Southern crosses something like a dozen between Buffalo and Toledo inclusive, without finding out that it is subjected to any special disadvantages thereby,—it may be presumed that it is the latter. But the expense of the bridges is included within the total cost of the canal.

ANOTHER stroke of logic is the assertion that the canal if completed will be of no use to the great war ships if it should ever be desirable to take them to the lakes. Possibly not; but as it will pass vessels of two feet greater draft than the canals on Canadian territory it will be of use to greater war ships than can be transferred by another route. If we can put greater war ships on the lakes than any other power it will be a vast improvement on the present state of affairs by which they can send vessels with twelve feet draft there, and this country can send exactly none at all.

IF our esteemed contemporaries which are producing these efforts against the project will keep on in the same line they will succeed in convincing the public that an enterprise against which there are the most convincing arguments that can be framed must be one of the greatest merit.

THE DETECTION OF GASES. The recent mine explosions are developing an earnest inquiry on the part of those connected with the industry into all the possible or even conjectural causes of mine explosion. In a communication published in today's DISPATCH Superintendent Keigley, of the Mammoth mine, suggests what has occurred to him in investigating the disaster there, that color blindness may be sometimes a cause of fire losses failing to detect gas. He calls for the views of scientific men on that point. The suggestion is worth examining, as are all others from practical men, but the safeguards against these terrible calamities.

IT is a remarkable example of the mysterious workings of the official mind that is mentioned by the same gentleman, that an invention of his for detecting the presence of gas in mines was refused a patent in the Patent Office because it is an infringement on an insect powder duster! It is to be noted, however, that other inventions have been more fortunate, as the scientific journal, Mechanics, prints a description of a machine for the same purpose with a record of its working in one of the Western Pennsylvania mines which is shown on one occasion a sudden increase of gas from 1/2 to 1/16 per cent in five minutes, enabling precautions to be taken that averted an explosion.

DEVICES which upon practical tests enable the presence of gas to be promptly detected, must be encouraged and adopted. Nothing should be left undone to prevent the repetition of the disasters so common of late.

THE INTERCHANGE of compliments between Hon. David Bennett Hill, Governor of New York, and Hon. Morgan G. Bulkeley, Governor of Connecticut, shows those high officials to be at least in the point where they are ready to order the militia to march each against his neighboring Commonwealth. It may be objected that it is not within the power of Governors or States to make war, but the dispute has already shown that little things like constitutional limitations do not restrain these gubernatorial disputants from making tools of themselves.

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