

community and decidedly more satisfactory to the recipients who, instead of being moved into an almshouse to pass their remaining days, or receiving private charity in their homes, would be able in greater self respect to end their years where they had lived in the days of self-support. But it is not possible that the substitution of old age pensions would relieve the community of charitable effort to the extent indicated. It is shown in the table that the largest contribution for charitable purposes comes from individual and corporate benefactions, and these probably go most largely to help people under 65 years who are out of work or have met with other misfortune. There is every reason to believe that a state old age pension would constitute to a very large extent a net additional charge against the public revenue."

THE total circulation of national bank notes is now in excess of \$503,000,000—the highest in the history of the national bank system. Referring to this fact a riter in the Record-Herald says: "The net increase for July was about \$3,250,000, more than \$7,000,000 of the bonds released when the government withdrew about \$3,000,000 cash from the depository banks being transferred to circulation account. The total bank note circulation at the end of the Spanish-American war was about \$240,000,000. The increase since that time—about seven years—has been 110 per cent. In the last nine months the increase has been \$46,000,000 or about 9 per cent of the total. The bank note circulation totals by months since the beginning of 1903 have been as follows:

	1905.	1904.	1903.
Jan. 1	\$464,244,506	\$425,163,018	\$384,929,784
Feb. 1	467,308,533	426,857,627	383,973,546
March 1	469,203,840	430,324,310	382,798,845
April 1	475,948,045	434,909,942	382,519,258
May 1	481,361,518	437,080,573	391,151,728
June 1	488,327,516	445,988,565	406,443,205
July 1	495,719,806	449,235,095	413,670,650
Aug. 1	503,971,395	450,206,888	417,346,487
Sept. 1		452,516,673	418,587,975
Oct. 1		456,079,408	420,426,535
Nov. 1		457,281,500	419,610,683
Dec. 1		460,679,075	421,106,979

The total money in circulation August 1 was \$2,546,589,503, the bank note circulation being about 20 per cent of the amount. While the bank circulation has been increasing from \$240,000,000 to \$503,000,000 the resources of the banks have grown in proportion. The total resources of banks in the national system have grown from \$4,000,000,000 to \$7,350,000,000, and the resources of banks other than national have doubled to \$3,000,000,000. In the same time the total cash holdings of the national banks have increased \$140,000,000 and of the banks other than national \$130,000,000."

DEAN SHEPARDSON of Chicago University in an interesting defense of John D. Rockefeller asserted that Peter Faneuil, who built Faneuil hall and gave it to Boston obtained his money through questionable transactions. Dean Shepardson claims that Faneuil made his fortune by smuggling liquor and defrauding the government of its revenues; that with the proceeds he built the famous hall, and that in 1740 when he offered the building to the people of Boston the record shows that 367 votes were cast in favor of accepting the gift and 360 against its acceptance. Commenting upon the Dean's defense of Mr. Rockefeller the Milwaukee Sentinel, a newspaper that does not appear to have great sympathy with protests against the acceptance of Rockefeller's gifts, says: "Dean Shepardson may be sound in his history and his logic; but one may well wonder how Mr. Rockefeller likes his line of argument, which frankly admits the Rockefeller money is tainted or ill gotten, but holds that it is justifiable to accept it for pious or beneficent uses nevertheless. Dean Shepardson evidently pockets his salary without a qualm, and why shouldn't he, indeed, seeing that it is well and worthily earned?"

BULLETIN No. 61, issued by the Bureau of Forestry at Washington, will be valuable to those particularly interested in forestry and lumbering. This bulletin will also be of interest to the lay reader giving as it does an insight into the strange vernacular under the headline "Terms Used in Forestry and Logging." The Milwaukee Sentinel gives an idea of the character of this publication in this way: "The first half of the pamphlet is devoted to forestry. There we may read all the technical terms in good use, from 'absolute forest land' to 'yield table.' Many terms explain themselves, but where they are not so

readily understood the short definition makes plain at once the idea conveyed and the need of a special word or phrase to convey it. Perspicuity, precision, and common sense seem to have been the objects sought by the compilers. On turning to the logging terms, which are listed in the last half of the bulletin, we come across some truly remarkable expressions—terms which, though evidently derived from slang, are now in good use among woodsmen either throughout the country or in the region denoted in each case. There the uninitiated may learn the distinction between a 'ballhooter' and a 'boom rat,' between a 'bull cock' and a 'cattyman,' and find that none of them refers to any lesser animal than the logger himself. Among other creatures of the logging camp may be numbered also the 'alligator,' the 'dolphin,' the 'dog,' the 'pig,' and the 'road donkey,' all names of objects are endowed with life by the vernacular of the logger. The 'alligator' proves to be 'a boat used in handling logs;' the 'dog' a 'short, heavy piece of steel;' the 'pig' a 'rigging sled;' and the 'road donkey' a donkey engine mounted on a heavy sled, etc. Birds are represented by the 'blue jay' and the 'rooster' (also called 'gooseneck'), reptiles by the 'snake,' and insects by the 'katydid.' A tenderfoot intending to visit among the north woods, the Appalachian forest, or elsewhere, should find it decidedly in order to take along this bulletin."

ACCORDING to a bulletin recently issued by the census bureau, the commercial value of railroad property in the United States is \$11,244,852,000. A synopsis of this report is given by the Associated Press and shows that this value is distributed among the various states as follows: "Alabama \$150,211,000, Alaska \$100,000, Arizona \$68,356,000, Arkansas \$124,626,000, California \$350,694,000, Colorado \$198,261,000, Connecticut \$105,369,000, Delaware \$17,285,000, District of Columbia \$5,578,000, Florida \$80,467,000, Georgia \$156,603,000, Idaho \$91,877,000, Illinois \$805,057,000, Indian Territory \$79,405,000, Indiana \$375,541,000, Iowa \$344,847,000, Kansas \$356,356,000, Kentucky \$155,772,000, Louisiana \$123,401,000, Maine \$80,146,000, Maryland \$132,342,000, Massachusetts \$250,052,000, Michigan \$277,597,000, Minnesota \$466,734,000, Mississippi \$107,884,000, Missouri \$309,768,000, Montana \$196,209,000, Nebraska \$263,170,000, Nevada \$43,745,000, New Hampshire \$79,786,000, New Jersey \$333,568,000, New Mexico \$86,400,000, New York \$898,222,000, North Carolina \$113,146,000, North Dakota \$123,390,000, Ohio \$689,797,000, Oklahoma \$78,668,000, Oregon \$75,661,000, Pennsylvania \$1,420,608,000, Rhode Island \$25,719,000, South Carolina \$75,500,000, South Dakota \$49,646,000, Tennessee \$131,166,000, Texas \$237,718,000, Utah \$90,325,000, Vermont \$37,311,000, Virginia \$211,315,000, Washington \$182,837,000, West Virginia \$201,799,000, Wisconsin \$284,510,000, Wyoming \$109,307,000."

IT IS EXPLAINED by the Associated Press that the bulletin is intended to show the estimate placed upon the railroads for business purposes, and it purports to give their market value, rather than tax valuations. In a note it is explained that "the value submitted was determined not with a view to discovering a proper purchase price for the railways of the United States, nor as a basis for taxing these railway properties, but as one step in ascertaining for the census bureau the total wealth of the United States." "Whether or not," the note continues, "the value submitted represents the value upon which the railways of the United States might properly be taxed, depends upon whether the state undertakes to tax the roads at their full commercial value, including the values of both tangible and intangible property, or whether it seeks to confine its taxation to the value of the tangible property alone. In the former case the value submitted is believed to be substantially correct so far as it concerns the operating properties of the railways; in the latter case it is too high."

WRITING for the "Country Calendar," W. S. Harwood tells of some of the things Burbank has done in this way: "For thirty-five years Mr. Burbank has been at work creating new forms of plant life and improving old ones. In that time he has created, by breeding and selection, more than 2,500 distinct species of plants. Some of his 'creations' are: The primus berry, a fruit unknown before, made by the union of a blackberry and a raspberry, which union scientific men said was impossible. The white blackberry, very beautiful, with a delicate flavor. The 'phenomenal berry,' a similar creation, a cross between a raspberry and a California dewberry, having the color of a raspberry and the shape of a black-

berry, but larger than either, far more productive, and with a flavor surpassing both. The plumcot (result of the union of the apricot and the plum), of rare flavor and richness, again disproving the dictum of the scientists. A plum with no pit and one with the flavor of the Bartlett pear. A walnut first so thin of shell that the birds could peck through it, afterward bred backward along the path it had come until a shell of the required thickness was secured. He has produced a new thornless cactus, a combination of many other varieties, which bears a fruit, too, for man and beast, and which will redeem the desert places of the earth; he has done all these and many other marvelous things which may not be mentioned here for lack of space."

THE PERCENTAGE of the tax valuations compared with the commercial value is given for the various states as follows: "Alabama 35.9, Alaska —, Arizona 9.7, Arkansas 27.8, California 26.3, Colorado 25., Connecticut 114.4, Delaware —, District of Columbia 44.6, Florida 27.1, Georgia 40.3, Idaho 11., Illinois 63.8, Indian Territory —, Indiana 44.2, Iowa 16.7, Kansas 16.9, Kentucky 49.9, Louisiana 28.9, Maine —, Maryland —, Massachusetts —, Michigan 70.9, Minnesota —, Mississippi 27.7, Missouri 31.6, Montana 18.7, Nebraska 18.5, Nevada 31.5, New Hampshire 28.3, New Jersey 69.5, New Mexico 9.9, New York 25.6, North Carolina 61.4, North Dakota 18.0, Ohio 19.4, Oklahoma 15.2, Oregon —, Pennsylvania —, Rhode Island 61.5, South Carolina 39., South Dakota 28.9, Tennessee 46.6, Texas 40., Utah 22.9, Vermont 73.3, Virginia 37.7, Washington 14.3, West Virginia 14.2, Wisconsin 76.6, Wyoming 7.5. The valuation given does not include the value of Pullman cars or private cars. The value of this equipment, independent of the commercial use to which it is put, is estimated as follows: Pullman cars \$51,000,000, private cars \$72,000,000."

IN SPITE of the standing jokes about the weather man, a writer in "Country Life in America" says that it is probable for every dollar spent on the weather bureau \$10 are saved. At the time of the Mississippi flood of 1897, \$15,000,000 worth of live stock and other property were saved as a result of warnings issued a week ahead. Signals displayed for a single hurricane have detained in port vessels valued with their cargoes, at \$20,000,000. The West Indian stations, established in 1898, inform us of hurricanes as soon as they begin. The course of the hurricane that caused the Galveston flood was charted for a week before it struck our shores—for hurricanes move slowly. Eighty-five per cent of the forecasts now come true, and by the aid of rural free delivery 25,000,000 forecast cards were distributed last year to farmers, many of whom could not have had them five years ago.

REV. FRANK GUNSAULUS, of Chicago, has been subjected to considerable criticism because of a report that he compared Theodore Roosevelt with The Nazarene. Mr. Gunsalus denies the report. He explains: "I said nothing of the kind, and no sane man would for one second think I or any other minister of the gospel could make such a statement. I was describing Christlike qualities, steadfastness of purpose, vigor, etc., and I said that there were two great men on this earth who displayed these qualities. One was Emperor William. Then I said that the only man of whom I knew and who can compare with him is the president of the United States. That's all there was to it. Strange to say, the very evening when I was making these remarks about President Roosevelt he was actively illustrating what I had said about him, by preaching a sermon on the same subject at Oyster Bay."

A NUMBER of minority stockholders of the Kansas City Southern railroad are, according to the New York World, considering the advisability of bringing suit against Edward J. Harriman for the recovery of \$100,000. Mr. Harriman was chairman of the Kansas City Southern road, and it is charged that he decided to pay himself a salary of \$25,000 a year after having accepted the position with the understanding that it was to be a non-salaried office. It is said that Mr. Harriman served as chairman of the board for two years without pay, but during the third year he decided he was entitled to a salary and made the same retroactive to cover the two years during which he had drawn no pay. As a result during the third year of his service Harriman drew from the treasury \$75,000 for three years pay. Then he drew an additional \$25,000 for the fourth year, making the total amount received \$100,000.