

THE TAXPAYERS OF GREAT BRITAIN ARE staggering under the burdens of militarism. It is announced that the navy estimates for next year amount to \$172,000,000. The cost of the army and navy it is estimated will aggregate \$345,000,000.

WRITING IN GUNTON'S MAGAZINE FOR April, Eugene Parsons says that the total wealth of the world is estimated at \$400,000,000,000, and of this amount the United States had \$94,300,000,000, or nearly one-fourth. It is shown that Great Britain is the richest country in Europe, having property and money amounting to \$59,000,000,000, or \$1,442 per capita. France is the next richest nation of Europe, with \$48,000,000,000 in money and property, or \$1,257 per person, and with \$6,000,000,000 more lent in Europe, Asia, America, and Africa. Germany's wealth is \$40,000,000,000, or \$700 per person, with \$8,000,000,000 more lent or invested abroad. The United States has wealth of \$1,235 per person. Australia has \$1,229, Denmark 1,105, Canada \$980, and Holland \$878 per person. Among all the nations the percentage of debt to wealth is lowest in the United States. The British debt per person is \$89, the French \$148, the German \$55, the Russian \$32, the Canadian \$50, while the debt per person in the United States is only \$12. In volume of wealth—\$94,300,000,000—the United States leads all other nations. Great Britain comes next with \$59,000,000,000, and France follows with \$48,000,000,000, Germany \$40,000,000,000, and Russia with \$32,000,000,000. Our national debt is \$915,370,000, while that of Great Britain is \$3,688,528,252, that of France \$5,718,360,198, and that of Germany \$3,093,638,400. Among the powers of the world the United States has the greatest total wealth and the smallest debt.

THE NEW YORK LEGISLATURE HAS EN-acted a law regulating the employment of newsboys in New York city and Buffalo. The law will take effect on September 1. Frederick S. Hall, secretary of the child labor committee, speaking of this measure, says: "Under the new law no girls under the age of sixteen are allowed to sell newspapers. Boys under the age of ten may not engage in this occupation, and between the ages of ten and fourteen they must secure a license and badge from the school authorities, and are not allowed to work later than 10 o'clock at night."

A FORCE OF MEN OPERATING UNDER AN engineer are engaged in an effort to reclaim forty square miles of mosquito infested land adjacent to Jamaica bay, Coney island and Gravesend bay. The New York correspondent of the Washington Times, referring to this undertaking, says: "While the expedition is being started by three men, it will soon employ about 200, and will be joined in by the property holders, especially the race horse interests in that locality. The movement has been initiated by William C. Whitney, whose stables are on Garretson's creek, near the old tide mill. It is believed that as soon as he has proved the feasibility of his plans the health department will compel the other property owners to do likewise. While the season is late, it is said that if the work is successful it will rid the area completely of mosquitoes next year. Roughly stated, the plan is to soak the mosquito-breeding beds with petroleum, and so ditch and drain the meadows that they will be rendered uninhabitable by the pests."

THE JAPANESE GOVERNMENT HAS agreed with the British government to what will probably prove to be an interchange of officers for the better understanding of each other's military progress. The Tokio correspondent for the Philadelphia North American says: "For the present British officers are to commence by being attached to the Japanese army; later on Japanese officers will go to Great Britain. The original idea was that two British officers should be regularly attached to the Japanese army, the period for each man being two years, but in all probability, since the idea has been so warmly taken up and approved, the number will be increased. The first year will probably be spent in a study of the language, and during the second year the officers will be attached to Japanese regiments, and will make themselves thoroughly conversant with the duties of the Japanese officer. Inquiries show that this interchange is exceedingly popular in Japan, which very greatly appreciates this new proof of the sincerity and cordiality of the Anglo-Japanese alliance. The British officers are sure of a warm welcome, and they are certain to profit from their experiences, for the Japanese army

continues to maintain its high standard. This permission to attach officers to the Japanese army is an exceptional privilege. No nation hitherto has enjoyed it, for the Chinese who have been sent over for instruction have been simply attached to the military colleges."

A CURIOUS ARRANGEMENT CALLED "THE exchange of children" was adopted last year by some charitable people in Berlin and will be revived this spring. A writer in the New York Tribune says: "The promoters arrange for the temporary interchange of city and country children. Children of working people there begin to contribute to the support of the family sooner than in this country. The little ones all have their tasks. This is true in the country, as well as in the cities, but the labor performed by children in the towns is very different from that on the farm. Hence some charitable women of Berlin organized a fresh air scheme, by which the children of the poor may exchange places for a few months in the summer. Those from the farms come into the city, which is a valuable educational experience for them, and those in the city have an opportunity to enjoy a little country life, without depriving the parents of either of their assistance. Families who are willing to make such exchanges are invited to report at the headquarters, where an exchange is arranged."

DANIEL FREEMAN OF BEATRICE, GAGE county, Nebraska, has made an interesting gift to Pennsylvania. A Binghamton, N. Y., telegram to the Omaha World-Herald says: "A commemoration of Hon. Galusha A. Grow's long term in congress, during which he represented Pennsylvania at large, is to be held at Montrose, Pa., next month. As Mr. Grow was the originator of the famous homestead law this will be a principal feature of the celebration. Homestead grant No. 1, the first order under the new law, was to Mr. Freeman, and he has sent the first tree grown on the first homestead, which will be set up intact in the state of Pennsylvania and an effort made to grow it as a perpetual monument to the founder of the homestead law. Mr. Freeman will be a guest of the state at the celebration."

A WRITER IN THE LONDON NATIONAL RE-view describes how a railroad merger actually works. This writer takes for his text the Chatham and Southeastern railway lines, which lines cover the same territory. Together these lines have a monopoly of a large suburban business and every person going direct from London to Paris must use their cars and may use their boats over the Channel. It is said that both lines were weak when parliament, four years ago, permitted a "working union" between them in the hope that better service might result from monopoly than from competition. Fate has ruled otherwise. The law of 1899 includes a secret "gentlemen's agreement" of 1865, so that killing competition, for a part of the traffic at least, has had a long trial. Some of the results of a closer union are here summarized: The through service from the north of England to the continent has been abolished. Kent and Sussex are the only English counties that have no direct railway communication with Liverpool. Express trains from London to the continent start from fewer local stations in London. Steamboat rates are kept up to \$2 for the twenty-mile Channel crossing, first class, and an apparently illegal charge of 25 cents is made for "registering" luggage that should go free. The lowest charge for a private cabin has risen from \$2.50 to \$5. The fastest express to Folkestone connects with a train on the French side, ten miles an hour faster, though British trains on other lines are about as swift as any. The Dover harbor board taxes each landing and embarking passenger 62 cents.

ACCORDING TO THIS SAME AUTHORITY, the mayor of Maidstone calls freight conditions simply chaotic, passenger conditions are worse than they were thirty years. Trains are on time because, another resident says, the companies have "altered their time-tables to suit the pace of their trains." Local service is paralyzed. The indictment of conditions which prevent the sale or letting of houses reads like descriptions of the local effect of the Brooklyn Rapid-Transit monopoly. The trip from Reading to Folkestone, which used to take three hours, now consumes five. Ramsgate, a kind of Coney Island, reports, through its mayor, "universal discontent." Fares have actually been raised to Hythe and Sandgate, other shore resorts. People in London actually pay \$4.25 for a second-class return ticket to Ramsgate. Fruit and hop growers complain of

bad service. No attempt is made to attract traffic. To complaints the merged companies' attitude is that of a haughty czar. Of this policy behold the surprising result: Electric lines are stealing the "combine's" suburban traffic; Belgian boats get its Channel business, and since the union the shares have steadily declined, thus: S. E. pfd., 1899, 112; 1900, 90 3-4; 1901, 64; 1902, 55 3-4; 1903, 54 1-2; Chatham 2d pfd., 1899, 124; 1900, 108; 1901, 70 1-2; 1902, 64; 1903, 61. Minnesota and Kent are a long way apart, but human nature is the same the world over.

NOW THAT WINTER IS OVER, IT IS AN-nounced that an immense tract of coal has been discovered on land owned by the Delaware, Lackawanna & Western and the Lehigh and Wilkesbarre Coal company near Wilkesbarre, Pa. It is said that there are twenty veins aggregating 200 feet of coal, the smallest being 2,300 feet deep. This is said to be the most valuable coal discovery ever made in the anthracite region since its development, and it is estimated that there are 300,000,000 tons of coal in the new tract.

ALFRED DREYFUS HAS WRITTEN A letter to the French war minister for a rehearing of the Dreyfus case on the ground that the alleged bordereau of Emperor William has been found to be a forgery and that Esterhazy has been proved a false witness. An Associated press cablegram from Paris, under date of April 23, says that the Dreyfus letter recounts the circumstances of Dreyfus' former persecution, the accusations that he had betrayed the military secrets of his country, the absolute dominance in the army of the clique of high officials, the anti-Semitic opposition which the writer had to suffer, the forged Picquardt letters, the court-martial and the public disgrace, the subsequent trial and the agonies of banishment to the Ile du Diable. The scenes of the great trial at Rennes are depicted in glowing rhetorical terms; the attempted assassination of the prisoner's counsel, the virulent attacks by the press, the friendship of Zola and the troubles which this friendship brought on the head of the famous author, all are recalled.

DREYFUS REFERS TO THE SUFFERINGS he has endured and concludes his letter in this way: "In constant thought of ultimate legal revision I have reassembled little by little all the divergent elements of testimony contributing to my conviction. I have scorned calumnies and falsehoods. I have remained silent with the firm conviction that justice would surely have its day of triumph. The victim of criminal tactics and violation of the law twice committed against me, I now address myself to the supreme chief of military justice, and, supporting myself by new facts which have been elicited and by the existence of the pretended bordereau annotated by Emperor William, I beg to ask that you institute an inquiry, first upon the uses made of this false document at Rennes and the consequences it produced on those rendering judgment; second, upon the false and fraudulent testimony of Czernuski at Rennes."

AN INTERESTING QUESTION RELATING TO a moose and a woman is under consideration in the Maine legislature. A writer in the Topeka Capital points out that the laws of Maine provide that any one killing a moose is subject to a fine of \$1,000. This writer says that recently Mrs. Easter, wife of George Easter of Byron, Me., was killed, and her child was seriously injured. Death came through a runaway accident, in which it is claimed the horse became frightened at a moose. The woman was thrown from her carriage and was instantly killed, while the child was seriously wounded in the head. Inasmuch as the life of a moose is valued at \$1,000, a petition is now before the legislature asking that this sum be paid Mr. Easter for the loss of his wife. The moose, it is set forth in the petition, is a ward of Maine, and therefore the state should be responsible for its acts. The stricken husband claims that the necessary expense of a housekeeper to take care of his home and eight small children would be considerably more than \$1,000 in two or three years' time. But he only asks that the state pay for the loss of his wife as much as it would have demanded for the loss of a moose. The petition, which is signed by leading citizens of the neighboring town of Byron, where Mr. Easter lives, has been turned over to the legislative committee on fish and game. It will be interesting to note what action is taken. Maine, it is known, jealously guards its moose. It now remains to be seen whether it will be zealous in protecting its people from its moose, as it is in protecting its moose from its people.