

IN THE WORLD OF PROGRESS

The component parts of the Galveston sea wall are: Concrete used, 102,000 yards, or 150,000 tons, or 7,500 carloads; riprap, or broken stone, to prevent the action of the water directly on the sea wall, 100,000 tons, or 5,000 carloads; sand, 40,000 yards, or 50,000 tons, or 2,500 carloads; cement, 135,000 barrels, or 27,000 tons, or 1,350 carloads; round piling 18,000 tons, or 1,000 carloads; sheet piling, 4,000,000 feet, or 750 carloads; reinforcing steel rods, 10 carloads. Total number of carloads, 18,000. This is equal to one carload of 40,000 pounds, or 20 tons, to every foot of completed wall.

Of the 57,621 emigrants who passed through Bremen in January, February and March on their way to the United States 28,943 were Hungarians, 12,268 Austrians, 9,179 Russians, 2,495 Germans, 636 of other nationalities. "At the consular medical inspection," write Consul H. W. Diederich, there were "956 persons, among whom were no less than 583 cases of trachoma, or 60.98 per cent of all rejected cases. I deeply deplore the fact that there seems to be no way of warning these poor people to have their eyes examined before they are booked for the steamer. In my opinion the majority of those rejected could and should have been told before they left their native country that under the immigration laws they could never hope to land in the United States."

Paradoxical as it may sound, the creditor classes of the United States are the people with little credit. The depositors in a bank, trust or insurance company or building loan association far outnumber the borrowers. In the savings banks alone 7,305,443 depositors are creditors to the amount of their deposits, \$3,060,178,611. In the 15,000 banks, loan and trust companies of the United States the amounts due depositors aggregate over \$12,000,000,000. All told there are over 10,000,000 depositors. The amount of money in the United States is a little less than \$3,000,000,000, and the amount in circulation is only \$32 per capita. Even this includes national bank notes, which are not legal tender money, but only evidence of the banks' indebtedness guaranteed by United States bonds. Thus there is payable either on demand or on short notice many times as many dollars as there are dollars to pay them with.

The English land monopolist is extending his operations to North America. A syndicate has been formed, including the earl of Verulam and the earl of Lankerville. The land is in Wisconsin. Alexander Grant, London, 35,000 acres in Kansas; English Land company, 50,000 acres in Arkansas; M. Elfenhauser, of Halifax, 600,000 acres in West Virginia. Syndicate No. 1, 50,000 acres. This is a Scotch concern, and its land is in Florida. It is claimed that fully 20,000,000 acres of American land are thus owned by great land owners in England and Scotland. This does not include the Holland syndicate, which owns 5,000,000 acres of grazing land in the western states, nor the German syndicate, owning 2,000,000 acres in various states.

The English colonial office is completing preparations for building a railway line in Nigeria to run for a distance of over 600 miles into the interior, terminating at Kano, the commercial centre of the interior of West Africa. It is hoped that this line will stimulate the cotton-growing industry in Nigeria, a country that has proved itself very suitable for the culture of this plant. The line is to start from Lagos, and will reach the Niger at Jebba, passing through the Yoruba country. It would connect the towns of Abeokuta, Ibadan, Oshogbo, Illorin, and Baro, and would be

of the standard west African gauge—3 feet 6 inches. It is anticipated that the cost of the line would be about \$10,000,000, but, with the precedent of the Uganda railway in memory, it would be surprising to find the line actually built for anything like this sum. It is probable that a grant-in-aid for the construction of this line will shortly be asked for in the house of commons. It is understood that the colonial office at the moment it engaged in negotiations with the British empire Cotton Growers' association, with the object of getting them to guarantee to spend at least \$3,000,000 cultivating cotton in the neighborhood of this line as soon as it is built.

William Lovel Finley, the new naturalist-photographer, writes as follows in *The Country Calendar for June*, the new out-door magazine published by the Review of Reviews Book company: "When I first crawled in among the bushes close to the nest, the little mother darted at me and poised a foot from my nose, as if to stare me out of countenance. She looked me all over from head to foot twice, then she seemed convinced that I was harmless. She whirled and sat on the nest-edge. The hatchlings opened wide their hungry mouths. She spread her tail like a flicker, and braced herself against the nest-side. She craned her neck, and drew her dagger-like bill straight up above the nest. She plunged it down the baby's throat to the hilt, and started a series of gestures that seemed fashioned to puncture him to the toes. Then she stabbed the other baby until it made me shudder. It looked like the murder of the infants. But they were not mangled and bloody; they were getting a square meal after the usual humming-bird method of regurgitation. They ran out their slender tongues to lick the honey from their lips. How they liked it! Then she settled down and ruffled up her breast feathers to let her babies cuddle close to her naked bosom. Occasionally, she reached under to caress them with whisperings of mother-love."

The United States is by far the largest of all the civilized nations except Russia, which has about 130,000,000 inhabitants. The German empire has 56,000,000, Austria-Hungary 47,000,000, Japan 47,000,000, the United Kingdom 42,000,000, France 38,000,000, Italy 32,000,000, and Spain 18,000,000. China has 350,000,000, but she does not count in a calculation of this sort. Owing to the rapid growth of the United States, the English language is now spoken by more persons than use any other civilized tongue. Charles V. said he spoke German to his horse, French to men, Italian to his lady friend and Spanish to God. In his days, three and a half centuries ago, Spain was a land on which the sun never set, England was only a small spot on the map, and the English language held only a minor place in the civilized tongues. Today 130,000,000 of people speak English, 100,000,000 speak Russian (for not all the people of the empire talk the national tongue) 75,000,000 use German, 70,000,000 employ Spanish including the inhabitants of the Latin-American countries, and 40,000,000 speak French. Moreover, the lead for English is rapidly lengthening. Nearly two-thirds of all the people who speak the English tongue are in the United States.—Leslie's Weekly.

Perhaps the most sensational proposition is that the insurance companies be limited to carrying insurance in force to \$1,000,000,000. This suggestion is born of the conviction that the accumulations by a few of the companies have become so vast that the power inherent in them, concentrated in the hands of a few, will become a menace to the republic. The growth of some companies has been so great in the past ten years that the two-billion mark is being rapidly approached, if it has not already been reached by one of them. Corresponding, if not greater,

growth during the next ten years is indicated. The record of these companies shows that their insurance in force, their assets and their incomes have more than doubled each decade. In 1918, then, there will be \$2,500,000,000 in insurance in force, half a billion in invested securities and \$200,000,000 of annual income in a single company, with two others running up closely. Such vast accumulations are regarded covetously by promoting financiers. They seek their control, and there is danger in that control if secured. If in the hands of a few, the possibilities will be sinister enough. Diffused or divided among many companies, control for improper purposes will be made difficult. A halt should be called. And it can be obtained by limiting the amount of insurance a company may write. All of these suggestions should be converted into law by congress and national supervision should supplement that of the state.—Brooklyn Eagle.

Now that Rojestvensky's fleet has been wiped out the navy department at Tokio sees nothing to gain by concealing any of its naval losses since the war began. Except for three torpedo-boats sunk in this last battle in the Korean Straits, practically all losses are to be charged to the blockade of Port Arthur. Not a single large Japanese vessel has been destroyed by Russian gunfire. The Japanese losses total: Two battle-ships, the Hatsuse and Yashima, both sunk in May, 1904; three protected cruisers, the Sei Yan, Yoshino and Takasago; two small unprotected cruisers, the Miyako and Kaimon; two gunboats and half a dozen torpedo-boats and destroyers. The battle-ship Mikasa, which had been unofficially reported foundered, was in the forefront of the fighting off Tsu Island. With the Russian vessels captured and fit for service after repairs the Japanese navy today is only a shade less formidable than it was when the first gun of the war was fired. Thirteen Russian battle-ships have been sunk or captured. The Tsarevitch, crippled, sought refuge last August at Kiaoshou. Seventeen cruisers and ironclads and more than a score of torpedo boats and destroyers have been sunk or put out of action. Russia, not Spain, to use Dooley's cruelly humorous words, now has the greatest submarine navy in the world.

The one source of power bestowed by nature on the prairie farms of the country has heretofore proved largely unavailable because of the danger involved to machinery in permitting windmills to run during heavy storms. For a new invention it is claimed it will transmit power not exceeding a predetermined limit, no matter how strong a wind is blowing. This new windmill has two wind wheels, with sails oppositely inclined, so they will run in opposite directions. As the velocity of the wind increases the wind wheels are tilted upward, thus modifying the force of the wind on the sails. The shaft of the inner wind wheel is hollow and revolves on the shaft of the outer wheel, and the bracket in which the shafts are mounted has a universal joint connection with the windmill standard, an adjustable counterweight balancing the weight of the wind wheels. The shafts carry bevel gears at their inner ends, that of the inner wind wheel engaging the upper teeth of the power wheel, while the gear attached to the shaft of the outer wind wheel engages the lower teeth of the power wheel. Consequently, although the wind wheels turn in opposite directions, they both act together in driving the power shaft in the same direction. A blade or sail lying adjacent to and below the level of the wind wheels forms the vane of the mill, which occupies a plane normally transverse to the direction of the wind. As the strength of the wind increases the wind wheels rise because of the pressure against this vane and the wheels then rotate at an acute angle to the direction of the wind. In this way the force of the wind on the wheels is modified, for any increase in velocity will be compensated for by an increase in the angle between the axis of the wheel and the direction of the wind.