

# IN THE WORLD OF PROGRESS

State Dairy Commissioner H. R. Wright of Iowa proposes to show in his biennial report, which will be given to the public printer soon, Iowa is pre-eminently a dairy, rather than a cattle feeding state and that the reputation of the state for feeding cattle is misplaced when compared with the dairy interests. He has obtained from the state auditor facts and figures to prove this. The figures show that the cows of the state, not including the heifers of 1 and 2 years, equal in value all the steers of all ages, all the cattle in feeding and very nearly all the bulls. The value of the cows is \$30,288,802, and the value of all the steers, cattle in feeding and bulls is \$30,369,874. The value of the cows and the heifers one and two years old is \$41,268,965, exceeding the value of all the other cattle. This will be used by Mr. Wright in impressing upon the legislature the importance of the dairy interests of the state.

About a year ago work was begun on a railroad in upper Egypt from the Red sea to the Nile. Little has been said about it, but it is now reported that about 180 miles of track have been laid, leaving about 130 to complete the road, whose Red sea terminus is now at Suakim, which has always been the port from which the caravans have crossed to Khartoum, but at a point thirty miles farther north, where a better harbor is being built. This has been called Barud, but will be named Port Soudan. Thence the road pursues a southwesterly direction to the point where the Atbara falls into the Nile. Work was begun at both ends at once. There is very heavy work on the road and many bridges, for though there is little rain, when it comes it comes in torrents. The railroad may be said to be a competitor of many of ours, for a chief reason assigned for building it is to encourage cotton growing in the Soudan by giving a cheap outlet to the sea.

The work of developing the British port of Dover into a first rate naval base and fortress, to rank with Gibraltar or Singapore, is proceeding apace. The great southern breakwater of the admiralty harbor, 1,400 yards long, begun less than a year ago, is to be completed in eighteen months. To give an idea of the gigantic nature of this work, it may be stated that the solid masonry is constructed in forty-five feet of water, at low tide, is seventy feet thick at the base, and about 100 feet high. In eighteen months the harbor will be completely protected from the sea, and will afford fleets lying in its complete immunity from torpedo attack, being, with the exception of Portland, the only harbor in the United Kingdom which offers these advantages. It is understood that a scheme for constructing a dock for submarines will appear in the forthcoming parliamentary estimates, and that floating dry docks will be stationed at Dover, although it is proposed that these should, if necessary, be towed in war time to any base the fleet may be actually working from.

Unless more effective measures are taken, it is admitted by the police that they are powerless to defeat the army of 5,000 Camorristi who infest New York. So bold have these brigands become because of their success in black-malling Italian merchants and escaping even suspicion of complicity in the crime that their demands are increasing at an alarming rate. So systematized has the campaign of brigandage become, according to Sergeant Petrosino, who has applied to Commissioner McAdoo to have the force of Italian detectives at police headquarters increased from five to thirty, that members of the band are employed in many of the little Italian banks scattered through the east side to watch the deposits of the small merchants. "Only the national government can save this situation for us," declared Sergeant Petrosino. "As the law stands at present we are helpless to a great extent against these desperadoes. They know the penal code from end to end. I have information that there are not less than 30,000 members of the Camorra in this country, working under twelve leaders stationed in the principal cities."

That the railroads are looking forward at no distant date to the time when steam railroads will not be used and that this fact is an important consideration in the building of new lines in the west, was intimated by James J. Hill. "There is not going to be any mad rush for competitive railroad building in the west," said Mr. Hill. "Steam railroads are expensive

and the time may not be far off when railroads other than steam railroads will be used for transportation. Some such roads would be better adapted for the western country. The country out west, is well supplied with railroad facilities. It is not thickly settled, and in view of the farming occupation of the people, requiring large tracts of land, I don't think it will be much more thickly settled for years to come. The stretch of country through which the St. Paul is to run in going to the coast is about the only country that is back in facilities." When pressed for an explanation of his intimation regarding other than steam transportation, Mr. Hill smiled and refused to say anything further.

The latest projected search for a treasure ship is being organized in Rome. In the bottom of Lake Nemi are some curious antique galleys. According to a tradition they represent one of Caligula's mad freaks, and exploration confirms this report in a measure, for leaden pipes recovered bear that emperor's name. That is not proof, but it shows at least that the pipes were cast in his day. And the description of Suetonius is recalled—not referring to these galleys, indeed, but to the pleasure craft in which Caligula used to sail along the coast. They were of cedar, the prows inlaid with precious stones and the sails painted. There were baths on board, galleries, spacious chambers, vines and fruit trees of every sort. Those at the bottom of Lake Nemi are big enough for such luxury. An exact measurement of the smallest has been taken; it is 200 feet long and sixty feet wide; the depth could not be ascertained. The large one is supposed to be more than 250 feet in length. Many efforts have been made since that of Cardinal Colonna in 1431 to raise the galley,

In 1904 8,600,000 pounds of aluminium were made in the United States, an increase of 1,100,000 pounds over 1903. In 1902 the output in the United States was 7,300,000 pounds. The output in 1902 is of particular interest, because of the fact that twenty years before that the output was only 83 pounds, and at the end of the first decade of manufacture, in 1893, only 339,629 pounds were made. Every day aluminium is applied to new uses, increasing the consumption to a wonderful degree. Aluminium paper is one of the latest products, and it is said to be far superior to tinfoil and similar articles. Aluminium is used for household utensils, as well as those for military purposes. In textile mill work aluminium spools and bobbins are very popular, and as a setting for lenses aluminium is much lighter than brass. It is used on railway cars, on locomotives, lithographic plates, letter boxes, in patented explosives, for making acid carboys and many other chemical vessels.

Buenos Ayres, the capital of the Argentine Republic, has just passed the 1,000,000 mark in population. It is the fourteenth city in the world in inhabitants, and is by far the largest city on the western hemisphere, outside of New York, Chicago and Philadelphia. Fifteen years ago Rio de Janeiro was ahead of it. Now the Brazilian city is far behind. Thirty years ago Buenos Ayres was exceeded in population by St. Louis, Boston and Baltimore. It is far in front of these big United States towns today. It is growing as fast as Chicago, and faster than Berlin. Argentina has an area almost as great as all the United States east of the Mississippi, although its population is a little less than six million, or smaller than Pennsylvania's. It exports more corn than the United States. Before many years pass, on account of our own home demand, Argentina will surpass the United States in exportation of food products in the aggregate. For the first half of 1905 its total exports were \$175,000,000, or several times as much as those of the United States in proportion to population.

Some of the Parisians, ever ready to suspect the Germans, are convinced that some sort of Teutonic intrigue was responsible for the placards recently issued by the "International Anti-Militarist Association of Working Men," appealing to the conscripts to refuse obedience to their officers to fire on them if ordered to use their rifles during strike disturbances, and, if orders for mobilization were given, to retort by insurrection, since "all war is criminal." The placards, which were posted up in several Paris districts, were signed by a score of revolutionary socialists or anarchists. The question asked in

many quarters was where the money came from to pay for the distribution of such expensive posters. The government quickly removed the incendiary appeals, made several arrests, and gave stringent orders for the suppression of every anti-patriotic or anti-military demonstration during the departure of the conscripts. But there does not appear to have been any great necessity for the extensive precautions which were adopted. Indeed, the departure of the conscripts was made the occasion of uncommon patriotic demonstrations by the populace.

Germany still holds the high position in forest science which began with Hartig and Cotta. The German forest schools, of which there are seven of the higher grades, are still among the very best, and the study of forestry, both in the schools and in the forest experiment stations, is eagerly pursued, says the National Geographic Magazine. The forests in Prussia, Saxony and other German states are admirably managed and yield important returns. The total value of the German forests, public and private, is said to be about \$4,500,000,000. Forestry in France has long been associated with the names of famous men. Henry of Navarre and his friend and minister, Sully; Palissy, the great potter, who called the neglect of the forest prevalent in his time "not a mistake, but a calamity and a curse for France;" Colbert, the minister of Louis XIV; the botanist Duhamel du Monceau; Buffon, the celebrated naturalist, are among the men to whom France owes the rise and progress of its present excellent forest policy. Their peculiar service was to lay the foundation, both in law and in public opinion, upon which modern forestry in France now rests. The forests of the French government are admirably managed. They cover only about 2,750,000 acres, but they yield a net return each year of more than \$2 an acre. Besides handling their natural forests with great intelligence and success, the French foresters have done much for the general progress of forestry.

The state census of New York for 1905, whose results have just been announced, reveals a continued concentration of population in Greater New York city. The state as a whole gains 11 per cent in the five years, but the city gains 16.8 per cent, reducing the increase from the state outside of the city to 5.9 per cent. Greater New York contains at present substantially 50 per cent, or one-half of the state's population. In 1890 it contained little more than 40 per cent of the state's population, and in 1880 only 37 per cent. The figures make no account of the business population of Greater New York which lives on the New Jersey side of the Hudson river. No less than twenty of the up-state counties show a loss of population during the past five years. The Massachusetts state census for 1905 shows a population increase of 6.9 per cent for the five years, or little more than the increase for New York state outside of New York city. During the same time, which has been a period of enormous immigration and unexampled industrial prosperity, Iowa has lost in population and Kansas has made no gain worth mentioning. The trust regime is drawing wealth and population disproportionately from the country at large and piling them up in the financial center.

An airing of Canadian life insurance methods, suggested by the revelations elicited through the investigations in the United States into the business of the great American companies is inevitable. At the last meeting of the Canadian Insurance Institute it was stated that the Canadian companies were ready to open their books to a government inquiry. In any case, an amendment of the existing laws, such as the federal inspector of life insurance has repeatedly recommended of late years, must bring the whole question before a parliamentary committee. The government is regarded as pledged to the introduction of an amending bill, and this will open the way to such a discussion and overhauling as alone will satisfy the country. The methods of the Canadian companies have attracted the attention even of the English weeklies and financial papers. There is no suspicion at present of such wholesale misappropriation of the policyholders' money as have come to light in the United States, the main evil being the high rates of commission paid for the introduction of new business, which have, it is claimed, reached proportions that are unjustified, unjust to the policyholders, and reckless, if not dangerous, to all the interests involved.