

England's Capital

Greater Than Ever Before and Steadily Increasing

By Frederic Austin Ogg



IN recent years there has been a good deal of foolish talk about the supposed decadence of Britain. Not a few Englishmen have themselves fallen into grave doubts on the subject. As a matter of fact, the nation never possessed elements of strength equal to those of today. A population of 20,000,000 in 1815 has increased to one of 44,000,000. In 1815 the nation's accumulated wealth was under £3,000,000,000; as late as 1845 it was only £4,000,000,000; in 1882, according to Mulhall, it was £8,720,000,000; today it is variously estimated at from £12,000,000,000 to £15,000,000,000. The yearly addition to this accumulated wealth in 1815 was £20,000,000; today it is £200,000,000, or six times as much.

The total foreign investment of British subjects, almost a negligible quantity a hundred years ago, is now estimated at £2,700,000,000, upon which there is an annual income of not less than £140,000,000. During the last six years the placement of British capital in foreign countries, largely suspended during the previous decade, has been resumed on a stupendous scale, greatly to the improvement of foreign trade, and distinctly to the encouragement of public and private thrift. At least a hundred millions were invested abroad in 1908, and approximately the same amount in 1909. These are merely a few of the more obvious evidences of the financial power of the nation. Of the ultimate ability of the British people to support a government twice as lavish as any yet on record there can be not the remotest doubt. Assuming that the principles of reasonable economy are to prevail, the one towering question is as to how the public burden may best be adjusted so that the 15 percent of the population which receives 50 percent of the national income and possesses more than 90 percent of the nation's aggregate wealth may be made to bear its just share.—Review of Reviews.

The Discontent of Riches and Poverty

By Winifred Black



LITTLE girl lay down on her sister's grave and died the other day.

And when the mother went to the drug store to telephone to ask for help she fainted, and the drug store people discovered that the mother had not eaten anything for nearly two days because there was no money to buy food.

In the same paper that told this little story I read that aigrettes were in fashion again this year because they were so expensive that the very presence of an aigrette meant that the owner must have money, or at least had it when she bought the hat, and that black pearls were again in vogue, and that it was bad form to let the bay horse go out with anything but an ermine carriage blanket.

I wonder if the little girl who lay down and died rather than to struggle through a world like the one she lived in wasn't, after all, wise after her kind and condition?

I suppose that poor mother walked the street right beside some discontented rich woman a dozen times, and unless she walked unusual paths she certainly went past a dozen young girls who are making their own mothers miserable because they can't have just exactly the latest thing in jewelry or the newest thing in automobiles, "like the other girls."

If I had one of those "like-the-other-girls" daughters I'd make her spend at least half of her time getting acquainted with some of these "other girls," like the one who lay down and died of hunger and heartache and sorrowful discouragement the other day. I believe it would do her good.—New York American.

Will Asia Take Our Trade?

By Moreton Frewen, English Economist



THE most serious aspect of the depreciation of gold—or, to word it more simply, of the great rise of gold prices—is that it is stimulating the industrial development of Asia, with eight hundred millions of people, and involves a competition which, though little noticed thus far, is a menace to our Western civilizations. The great abundance of the new gold inflates our currencies, but there is no equivalent inflation of the silver currencies of the far East. The result is a great stimulus to all that Asia exports to us, and

if the rise of gold prices continues during the next quarter of a century, as I believe it will, we shall hand over the control of many great industries—such as steel and coal, cotton, leather and jute—to an awakening China. When I think of the creations I have myself seen—the cotton mills of Bombay, the jute mills of Calcutta, the boot factories of Cawnpore, and now this terribly ominous competition of Hankow, Shanghai and Hong Kong—I find myself wondering what white industries menaced by this murderous Mongolian competition will survive. The coming competition of Chinese pig and steel must keep the prices of pig and steel down here in the West to something like their cost of production in China plus freights, but there is no such competition in the case of perishable commodities—wheat, beef, bacon and butter. Thus the necessities of life here must get the full uplift of the increasing depreciation of gold.

Don'ts for Autoists

By H. Clifford Erokaw



DON'T smoke a cigar when filling the gasoline tank or you will be jammed through the pearly gates before you make your proper farewells.

Don't argue with the policeman who arrests you for speeding. He knows better, or he won't admit it. If he doesn't, argument only excites him. Save your convincing appeal and tell it to the magistrate.

Don't run away if your machine injures a person. Every law of humanity demands that you do what you can to help the injured person, whether the accident is a result of your own or the other fellow's carelessness.

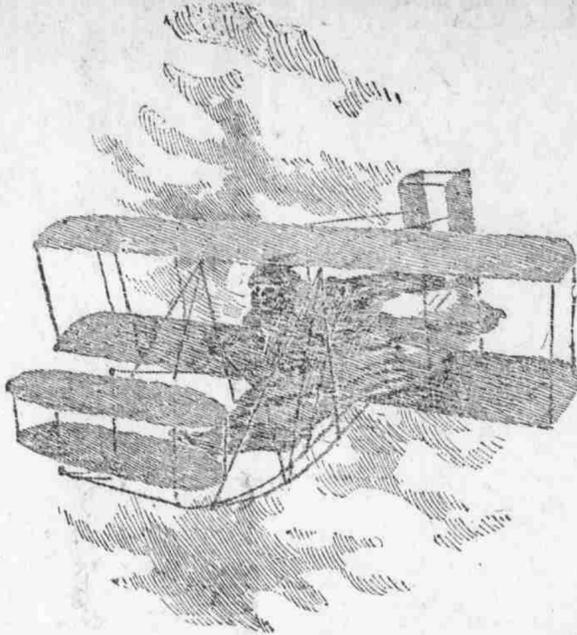
Don't get a swelled head just because you own or drive an automobile. Remember that every man, especially the one on foot, has as much right to the street as you have.

Don't continue cranking the engine after a kickback without doing something to prevent another kickback. It may mean a broken wrist.

Don't dismantle the engine entirely if it refuses to start. You may find you have not turned on the switch or the gasoline.

Don't chase back along the road looking for a missing cylinder. You will probably find the trouble right under the hood.

DEATH IS ALWAYS UP TO DATE



—Cartoon by C. R. Macanley, in the New York World.

RAILWAY DEATH TOLL LESS FOR YEAR PAST

253 Passengers Killed Against 384 Year Previous—4944 Trespassers, 3523 Employees—Operating Revenues in the United States Were \$2,448,677,538; Expenses, \$1,599,443,410.

\$17,487,868,935 PAR VALUE OF THE RAILROADS IN 1909

Washington, D. C.—The total number of persons killed on or by railroad trains in the year ended June 30, 1909, was 8722, and 95,626 persons were injured, according to an abstract of railway statistics made public by the Inter-State Commerce Commission. Of those killed outright, only 253 were passengers, as against 384 passengers killed the previous year; 4944 were trespassers on the road, and the remaining 3523 killed were railway employees.

To passengers the greatest cause of injury seems to have been derailment or collisions. In this way 86 passengers were killed and 4805 injured. In the whole year, the report states, 1 passenger was killed for every 3,523,606 carried, while the injured averaged 1 to every 85,458 carried. The indications are that railroad travel is becoming less dangerous with the installation of improved safety devices.

The statistics for the year show an increase of 3215 miles of single tracking in the United States, mostly scattered through the West and South, while the increase in mileage of tracks of all sorts is 8705. On June 30, 1909, the report shows, a single-track mileage in the United States of 236,868; 20,949 miles of second track, 2169 miles of third tracking. The increase in locomotives over the year previous was 479, the total number in operation on June 30, 1909, being returned as 57,212. Of these about 13,000 were classified as passenger engines and about 33,000 as freight engines. The total number of cars in operation showed a reduction of 12,901 under the returns of the year before, this year the total number being 2,218,280.

The total number of persons on the way rolls of the steam roads in the United States was on June 30, 1909, 1,502,823, or an average of 658 persons to every 100 miles of road. These figures show an increase in the total number of employees of 68,548 over the previous year. The total capitalization of the railroads of the United States on June 30, 1909, was \$17,487,868,935. Of this amount about \$13,000,000,000 was outstanding in the hands of the public, representing a capitalization of \$59,259 per mile of line. Of the total capital outstanding there existed as stock \$7,686,278,545, of which \$6,218,382,485 was common and \$1,467,896,060 was preferred; the remaining part, \$9,801,590,390, represented funded debt.

Of the total capital stock outstanding \$2,766,104,427, or 35.99 per cent., paid no dividends. The amount of dividends declared during the year (by both operating and lessor companies) was \$321,071,626, being equivalent to 6.53 per cent. on dividend-paying stock. No interest was paid on \$718,351,332, or 7.67 per cent., of the total amount of funded debt outstanding.

The number of passengers carried during the year ended June 30, 1909, was 891,472,425. The corresponding number for the year ended June 30, 1908, was 890,009,574, an increase of 1,462,851.

The number of tons of freight was 1,556,559,741, while the corresponding figure for the previous year was 1,532,981,790, the increase being 23,577,951 tons.

The average receipts per passenger per mile, as computed for the year ended June 30, 1909, were 1.928 cents; the average receipts per ton mile 0.753 cent. The passenger service train revenue per train mile was \$1.26,958; the freight revenue per train mile was \$2.76,450. The average operating revenues per train mile were \$2.16,789. The average operating expenses per train mile were \$1.42,370. The ratio of operating expenses to operating revenue was 66.16 per cent.

The operating revenues of the railroads in the United States were \$2,448,677,538; their operating expenses were \$1,599,443,410. The corresponding returns for 1908 were: Operating revenues, \$2,393,805,989; operating expenses, \$1,659,547,876. Operating expenses averaged \$686 per mile of line.

NOVEL METHOD OF MARKING HORSES.

Captain Conrad of the United States Army Suggests Tattooing the Number on the Lip.

Washington, D. C.—Captain Conrad, of the Quartermaster's department of the army, has suggested a new method of marking horses in order to enable the War Department to keep a record of them. For several years the hoofs of the animals have been numbered. This method, however, has not been satisfactory because of the fact that the number often wears off the hoof and is obliterated in other ways. Captain Conrad's scheme is to tattoo the number on the inside of the animal's lip. This system is in practice in the Quartermaster's department of the army of Great Britain.

It is probable, however, that the humane societies of the country will raise objections to the proposed plan of tattooing numbers on the lips of army horses. John P. Heap, secretary of the local humane society, had this comment to make on the subject:

"I cannot speak for the executive committee and I cannot reach them at this season to learn their views, but it is my belief that the members would disapprove any such system as this. I would like to have data on the subject before submitting it to the society for action, because it would be necessary that we know how much pain is inflicted upon the animals when they are subjected to such marking, and what results are achieved by it."

Discussing the subject, Dr. A. D. Melvin, chief of the Bureau of Animal Industry of the Department of Agriculture, said that the method of tattooing letters, numbers and other designs inside the upper lips of horses is one of the plans being considered to secure permanent marking of such animals.

"A system of this sort is now being followed in the marking of English army horses," Dr. Melvin continued, "and I understand it is considered a decided success. A similar scheme is used in this country for marking registered cattle, only with cows and steers the tattooing is done in the ear."

Dr. Melvin explained that the tattooing need not be very painful to the animal because it can easily be done with a pincer-like punch, on which all the needles are infixed at once and the mark placed in the lip with one operation.

Twelve Couples Married on Centenary of Louise of Prussia's Death.

Potsdam, Germany.—Twelve young couples were made happy at the Garrison Church a few days ago thanks to Queen Louise of Prussia, the centenary of whose death was thus commemorated. Her Majesty left a fund to provide annually a dowry of \$112 for each of six servant girls, to be chosen from the most worthy. On this occasion twelve dowries were awarded, as the date fell on the centenary and also on the fortieth anniversary of the war with France.

Expert Expects Visitation of Seventeen-Year Locusts.

New York City.—The "seventeen-year" locust will sweep over the Atlantic Coast from Virginia to Northern New Jersey next spring, according to Curator Dittmars, of the Zoological Gardens, in Bronx Park. "Next year," said Mr. Dittmars, "will be the seventeenth year since the 'seventeen-year' locust swept over the upper Atlantic seaboard. I found in Virginia that the locust, still in the grub stage, will mature next year, and it will be one of the worst invasions."



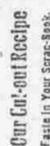
PROMISED LAND.

A person of persistent prominence in the development of Oklahoma is the woman homesteader. Since the first day of the opening of old Oklahoma to settlement in 1889, when Nannette Daisy jumped from a cow-catcher of an engine on the first train that brought thousands of homeseekers into the Territory and staked off a claim in the "promised land," the woman homesteader has been occupying a front seat in Oklahoma's march of progress. The instances are not few where women have staked off claims, superintended the cultivation for years and finally won the prize—a deed to a quarter section of land from Uncle Sam.

Miss Nannette Daisy had been prominent in Kentucky before coming to Oklahoma, now more than twenty years ago, having been an assistant State superintendent of schools and with knowledge of the political game. From an incident in her life in the Blue Grass State, in fact, was born the drama, "In Old Kentucky," of which her kinsman was the author. It was such a woman who was Oklahoma's first feminine homesteader.—Arkansas Gazette.

NERVOUS ILLS.

Exercises conscientiously gone through in your bedroom night and morning, a few breaths of fresh air, and a brisk, even walk, during which care is peremptorily banished from the mind, will either separately or collectively accomplish as much, if not more, toward reducing nervous ills than a sea voyage under the best conditions.



Our Cut-out Recipe
Fast in Your Scrap-Book.

Tomato Bisque Soup.—Boil one pint of tomatoes for half an hour. Add half a teaspoonful of soda and stir until the froth disappears, then strain through a vegetable sieve. Now add a teaspoonful of salt, the same of sugar and a salt-spoon of paprika, also a tablespoonful of butter and thicken with half a cupful of fine cracker crumbs. Lastly scald a pint of milk and pour it slowly over this, stirring well. The soup must not boil after the milk has been added, lest it curdle.

Nervousness, unless it is of such pronounced symptoms as to call for the advice of a physician, will yield to systematic physical training in nine cases out of ten. Home exercise for the cure of nervousness should not be violent at first. Practice only such movements as raising the arms from the sides to a point above the head, all the bending movements of the upper body, chest expansion, and the simple raising of the legs, one at a time, toward front and side, while in a standing position.

Such a course of calisthenics, which any woman could readily outline for herself, would not have as its object the development of one set of muscles, but it would raise the vital forces as a whole by stimulating the entire body at one time. Strike out, up, back and down with the arms; bend, front, back and towards the sides with the body, and you have succeeded in putting a dozen sets of muscles into play within the space of a few seconds.

Most essential of all is the mental attitude, which, if you expect to derive marked benefit, must be one of complete quiescence. Never should the person taking the exercises look upon them as work; when gone through in the spirit that solemn duty is being discharged and must on no account be evaded, just so soon will physical culture become onerous and fall of its purpose. Let the impression on your mind be one of normal exercise rather than of obligatory exertion, and you will soon observe a change for the better in your physical condition.—New Haven Register.

WHEN TRAVELING ALONE.

It is regrettable, but true, that many women must travel alone in street cars or on longer journeys, and to them I wish to speak to-day. Business or necessity often takes a woman from the shelter of her home and places her in situations that require the most circumspect behavior. A trained nurse, a doctor, a student or a young woman traveling from one place to another is subjected to criticism and a treatment that is different from that accorded to a group. It is necessary that the fact that she is alone be made as inconspicuous as possible.

In the first place, never dress in a manner to attract attention. Take off all dazzling jewelry, leave the beautiful plumes at home, and wear your plainest and most refined clothes. A quiet demeanor and inconspicuous garb are best at all times, and doubly valuable when traveling alone.

Avoid any chance acquaintances. I know one young nurse who can look with horror to a day when a kind woman relieved her of a well filled suit case—due to the unnecessary familiarity of a railroad seat.

A book is a good, reliable companion to a solitary traveler. Any forced remarks from an intruder seem hopeless if you intrench yourself behind a book.

A well bred, dignified reserve will accomplish wonders when the familiar salesman looks your way. Take my word for it, there will be many

opportunities to use it. For years I studied at college, quite a distance from home, and there were hundreds of chances for me to observe how traveling alone seems to bring upon the woman's head many little indignities.

I have not spoken of the positive danger to women of traveling unaccompanied by night. A sudden trip on the first train will involve a woman in many difficulties of which she never dreamed in the walls of her home. If a sleeper is required, I advise an early retiring. If the journey be short, I pray that you do not fall asleep, to be taken beyond your destination.

It is extremely difficult to register at any large hotel when you are alone and arrive at night. Remember this, and try to arrange for accommodations beforehand. If possible, have one or two letters of recommendation from reliable people, for they will be friends indeed.

When traveling alone do not loiter in public places; shun the corridors or public rooms of a hotel or steamer, and be conspicuous by your absence in all places of amusement.

The modern girl is by no means an ignorant, dependent Clarissa Harlowe. I glory in the fact that our women are much more able to take care of themselves than their grandmothers were. But by all means let us have no moments of genuine regret at a careless underrating of the dangerous side of this custom.

Whenever possible, avoid the trip which offers no companion of your own circle of friends. If necessary, be absolutely careful and conventional.

There will be few annoyances if your appearance and conduct speak for themselves that you are determined to reach your destination in dignified peace.—Washington Herald.



Albatross is being used much. Tucking is used a great deal on gowns.

Afternoon gowns are more or less elaborate. Many coats have long revers that cross and button below the waist line.

The shoulder seam on the new shirt waists is much longer than that of last season.

Lingerie embroidered with the all-pervading chateaucier is one of the fads of the hour.

Exquisite separate blouses are made of the soft crepe printed in the rich Paisley patterns.

An exquisite combination seen recently on a house gown is a blue tulle veiling silver embroidery.

One of the old fashions that has been revived is the use of oblong gold buckles to trim gowns.

Coats of velvet are being worn over foulards, the coat being lined with the same material as the gown.

If you get a lingerie hat be sure to choose the mob style, with large high crown and a double ruffle around the face.

Bangles of seed pearls are worn as pendants. They are suspended from a tiny gold chain or one of the seed pearls.

The rich, dull coppers as well as other metallic shades are seen in many of the stunning slippers for evening wear.

There is little change from other years in the fabrics used for bathing suits, serge, mohair, taffeta and satin all being in evidence.

Black and white, violet and holo-trope, lilac green and biscuit color are the predominant shades especially as regards millinery.

Wooden beads are made into necklaces, and are exceedingly smart for trimming on hats. One fads them, too, studding rafia belts.

In Paris, women are seen with rings slipped on over their gloves. Whether this is to be a popular fad or not, remains to be seen.

Gilt buttons, which are held in place by means of metal rings, are used as fastenings on some of the white linen Russian blouse suits.

For general wear fair-sized as well as extremely small toques will be worn, some of the newest being of changeable straw in a coarse basket weave.

A long jacket of silk matching the afternoon gown with which it is worn is something that has been quickly adopted as serviceable and good looking. Fringe or chiffon ruching is used to edge collar and sleeves.