

**NO LICENSE IN THE U.S.**  
(American Review of Reviews.)

It is generally thought that Germany drinks more beer than any other nation in the world. This is a mistake, Germany comes second. The United States consumes 1,851,000,000 gallons of beer each year, which is a hundred million gallons more than Germany's consumption. Russia leads the world in its use of distilled liquors and the United States comes second, with its consumption of 133,000,000 gallons. Although the United States is first as a beer-drinking nation and second as a consumer of distilled spirits among the nations of the world, the liquor dealers of America are having a desperate fight for the life of their traffic.

The saloon has been expelled from one-half of the population and from two-thirds of the geographical area of the country. In 1868 there were 3,500,000 people living in territory where the drink traffic had been outlawed; in 1900 the number had increased to 18,000,000; in 1908, or only eight years after, the number had doubled to 36,000,000 and to-day there are 46,029,750 persons, or a fraction over one-half of the population of the country, living in no-license territory. In the last five years the no-license population had increased a little over 10,000,000, which is more than 10 per cent. of the total population of the nation

and 30 per cent. increase in the number living in "dry" districts. Since 1868 the population of the country has doubled, while the number of inhabitants of "dry" territory has increased over thirteen fold.

**NEW YORK AND LONDON.**

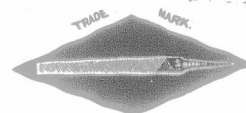
(From the New York American).  
The population of Greater New York is, in round numbers, about five millions; that of Greater London about seven millions and a half. The old English town seems to grow as rapidly as its young rival on this side of the Atlantic, but, unless a miracle intervenes, which is not likely, the Yankee town will eventually catch up and go by the ancient city of the Britons. At present, however, London has every reason to feel satisfied with the race.

**A FACTOR IN OUR FINANCIAL FUTURE.**

One of the strongest economic arguments for the Panama Canal, writes the Manchester GUARDIAN, is that "the increase in the annual value of America's total exports since 1880 is about 1,369 million dollars, and of this Europe accounts for about 622 million dollars and the rest of the world for 747 million dollars."

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