

Powers in Far East

Returned Traveller Says Great Britain Is Really Stronger Than Russia.

Is the Trans-Siberian Railway a Failure? The Road Is Badly Built.

It is popularly thought that the completion of the Trans-Siberian railway will so enable Russia to pour troops into the Far East that the balance of power on the Pacific Coast will be completely altered.

Mr. A. J. Barry, who has recently returned from China, via Siberia, thinks differently. Mr. Barry bases his views mainly on engineering grounds, and on engineering matters he speaks with authority, for he is a member of the great firm of which Sir John Wolfe Barry is the head. In conversation with a representative of the London Daily Mail, Mr. Barry said:

"The main ideas that governed the minds of the Russian engineers in constructing the Trans-Siberian section of the Siberian railway have been 'cheapness and rapidity.' To get the line built with the utmost speed and for the lowest cost they have sacrificed everything. The single line of rails starting from Lake Baikal eastward is so badly laid that it can accommodate neither fast nor heavy traffic. It is a series of sharp curves and steep gradients. A rise of 1 in 60 is frequent; and even if the line were a good one, the steep gradients and sharp curves would prevent anything like a fast service of good trains. While the line remains in good order, its carrying capacity is strictly limited. But it will not long remain in good working order. It will need continual repairing, and I would not sleep very sound at night if I were the traffic manager responsible for the safety of the trains.

Will Not Take Heavy Traffic. "The line has been laid with forty-eight-pound rails, and that alone prevents heavy traffic running over it. In India we have tried as low as seven-pound rails, but found even them too light; and they are quickly being replaced by heavier. The whole of their forty-eight-pound rails must go.

"If you have light rails, the one thing you must do is to have very long and strong sleepers. On the Trans-Baikal railway it was impossible to import sleepers, on account of the timber being growing along the line of route had to be used. This is short, scrubby, and makes green, sappy sleepers, the very worst kind.

"When your lines are light and your sleepers are bad, have a thoroughly well ballasted road. But this is not ballasted at all. In short, you have three requirements for a good track—heavy rails, good sleepers and well ballasted road. On the Trans-Baikal railway not one of these requirements is met.

Liable to "Wash-Outs."

"But this is not all. The demand for economy has led to cutting everything to the finest possible point. For instance, we allow for a line of rails 4 feet 8 inches wide a banked road at least 16 feet wide at the top. In Siberia, for a five-foot line, they banked the road down in places to 12 feet. The consequence is that when rains come part of these banks will be washed down, and the line will, in time, give way. Again, in taking the line through hills, a sharp cutting has been made along the slope. The slope of these hills is the steepest by nature toward the bed of the river. In altering this no attempt has been made to adjust the slope to the new cutting. That would often mean tremendous work, going far up the hill. But the slope will naturally adjust itself by filling up the cuttings with falling rocks, and thus continually stopping the line.

"My view is, though I know I am less hopeful than many, that it will occupy four and a half years to complete the line and will cost at least twenty millions more to put it in a first-class condition. As for the Manchurian line that is infinitely worse. Much of it has to be constructed in a zig-zag. And Russia has to settle Manchuria before it can reckon on doing anything there. Russia has yet to find that in Manchuria it has bitten off more than it can chew.

Where is the Strategic Advantage?

"But after the Trans-Baikal line is finished, what then? Will Russia find that it has gained great strategic advantages in consequence? It is impossible, I believe, to carry more than 2,000 men a day over the line. There are not enough transport steamers on Lake Baikal to do more, and there is not enough rolling stock outside of the lake to convey them on. Remember, it is a single line only, and there is no return line of rails on which the empty carriages can easily and uninterruptedly come back.

"When the army is conveyed to the Pacific Coast Russia's difficulties have only begun. The great problem of maintenance has to be faced. The provisions for this army cannot be had from Siberia itself, for Siberia produces barely enough for its own population, although that population averages only about one for ten square miles. All present food can be had from Japan and by sea. But to do this means friendship with England, which still has command of the seas, and with Japan. If England and Japan were hostile the only way to feed the Russian army would be by the railway from the productive basin of Russia in Europe, on the other side of the Ural mountains. It would be impossible to maintain an army of any size by such means.

England's Strength in the East.

"The truth is that England is really much stronger in the Far East than Russia is. Russia would find it most difficult to keep an army of 20,000 men long in the field, when dependent on a base many thousands of miles away, and connected with that base only by a single line of rails. England could draw an almost unlimited supply of splendid fighting men from India, and could maintain them with ease. Nothing would be more practical than to plant down 20,000 of our

Indian soldiers in Wei Hai Wei, to the great benefit of their health, and the enormous increase of our prestige throughout the Far East. China would prefer to work with us rather than with Russia, if we would only take a firm stand. But we allow Russia to bluff us, time after time. The Russians know the truth about the comparative strength of our two nations. They know that their one hope is to bluff, and they are bluffed with magnificent success. From that point of view, I do not blame them."

Mr. Barry does not recommend a trip across Siberia for a holiday jaunt just now. "It is not the fault of the railway," he says. "It is not finished yet, and it is overgrown with passengers." But many are his resolutions that the Siberian railways shall not see him again for some time, if he can possibly avoid it. For there is little fun in being cooped up for some weeks in overcrowded carriages among a cosmopolitan crowd, and in train whose boasted luxury and comfort are mainly imaginary.

HOW SLAVERS GOT CARGOES.

The story of the first American voyage to Africa, of which we have a definite record, tells us somewhat of the methods employed in obtaining slave cargoes. A Boston ship, commanded by one Captain Smith, went to Madeira with salt fish and staves. Sailing thence, with the proceeds of her sale, she "touched off" the coast of Guinea for slaves. She found some London slave vessels already there, with their captains very much disgusted because trade was dull. There were very few slaves for sale, that is, and to live matters a little, the Yankees and the Londoners united, and "native lander" a "murderer"—the expressive name of a small cannon—attacked a negro village on a Sunday, killed many of the inhabitants, and made a few prisoners, two of whom fell to the share of the Boston ship."

That was in 1645—just twenty-six years after the "Dutchman" landed the slaves in Virginia, as recorded by John Rolfe, the first American squaw man. False pretence, outrage, and the slaughter of innocents characterized the first recorded gathering of slaves in which an American ship had part. They "killed many of the inhabitants, and got two slaves for their share of the plunder."

That Captain Smith's act was not according to the ordinary usages of the trade may be inferred from what happened when he returned to Boston. A quarrel with the ship's owners over the proceeds of the voyage resulted in a lawsuit. The story of the voyage was told in court, and although it was not a criminal trial, one of the magistrates "charged the master with a threefold offence, murder, man-stealing, and Sabbath breaking." The captain escaped punishment on these charges, on the ground that the court had no jurisdiction over crimes committed in Africa (a decision that was typical of what was to come) but the two slaves were returned home.—From "The Slave-trade in America," by John R. Spears, in Scribner's.

FOREIGN COAL SHIPMENTS.

Following are the foreign coal shipments for the month ending 31st August, 1900: New Vancouver Coal Co.'s Shipping.

Date.	Vessel.	Destination.	Tons.
1	Titanic	San Francisco	4,435
4	Robt. Adams	San Francisco	11
5	Vigilant	Seattle	11
7	Mineola	Port Los Angeles	3,424
10	San Mateo	San Francisco	4,416
13	Wanderer	Port Townsend	51
16	Titanic	San Francisco	5,942
16	Rosa	Seattle	12
20	Mineola	San Francisco	3,380
22	New England	Alaska	20
22	Vigilant	Seattle	12
22	San Mateo	San Francisco	4,394
22	Titanic	San Francisco	5,818
31	Mineola	San Francisco	3,400
Total			41,070

Ladyship Shipments.

Date.	Vessel.	Destination.	Tons.
1	Sp. Hecla	St. Michaels	2,398
1	Str. Cottage City	Ketchikan	90
1	S.S. Bristol	San Francisco	2,200
3	S.S. Dirigo	Port Townsend	226
6	S.S. Slam	San Francisco	4,290
6	Barge Gilley	No. 4, Blain	129
7	Barge Ajax	Seattle	170
9	Barge Colorado	Janeau	1,725
13	S.S. Warfield	San Francisco	4,338
15	S.S. Victoria	San Francisco	3,020
20	S.S. Ozarina	Oakland	1,135
20	S.S. Umattila	Seattle	805
20	S.S. Wellington	San Francisco	2,281
21	S.S. Al-Ki	Comox	47
24	S.S. City of Pueblo	Seattle	588
24	S.S. Warfield	San Francisco	4,329
24	Str. Selkirk	Anacortes	175
27	Str. Dirigo	Port Townsend	180
27	Str. Wanderer	Vancouver	100
30	Sp. Fort George	Honolulu	3,000
Total			31,085

Union Colliery Shipping.

Date.	Vessel.	Destination.	Tons.
9	S.S. Wellington	San Francisco	1,400
9	S.S. Cutch	Skagway	75
9	S.S. Bertha	Seattle	120
9	S.S. Farallon	Skagway	171
9	S.S. Selkirk	Fairhaven	170
15	S.S. Hero	Dutch Harbor	5,400
15	S.S. Pioneer	Port Townsend	60
15	S.S. Estella	Chilcoot	60
15	S.S. New England	Alaska	81
20	S.S. Excelsior	Seattle	190
20	S.S. Farallon	Seattle	100
20	S.S. Valencia	Cape Nome	800
20	S.S. Bristol	San Francisco	2,900
20	S.S. Al-Ki	Ketchikan	220
20	Sp. Glory of the Sea	Frisco	3,400
20	S.S. Sea Lion	Port Townsend	21
20	S.S. Wellington	San Francisco	2,500
Total			15,070

Chemainus Lumber.

Date.	Vessel.	Destination.	Tons.
1	Sp. Emille	West Harlepool	2,823
9	Bk. Elwood	Capetown	2,282
14	Sp. Jas. Drummond	Sydney, N. S. W.	2,385
15	Sch. L. D. Foster	Melbourne	1,922
27	Bk. Hesper	Melbourne	1,611
Total			10,443

Ladyship, Moon, Sloop, Ore.

Date.	Vessel.	Destination.	Tons.
3	Str. Lapwing	Everett	103
7	Str. Lapwing	Everett	116
13	Str. Lapwing	Everett	100
14	Str. Oscar	Everett	150
27	Str. Oscar	Everett	150
30	Str. Oscar	Everett	150
Total			778

Inside of Pretoria

What Preceded the Surrender to Lord Roberts—A Reign of Lawlessness.

The Civil Authorities Were Left to Act as They Thought Best.

The Pretoria Friend of July 9th, prints the following, evidently an official account of the surrender of the city, from the inside point of view:

Seeing that arguments have already occurred, as to what share the different corps had in being the "first to enter Pretoria," we think the following statement of what happened may be of interest.

We make matters clearer, we will go back for a week, when we find that the Transvaal government had appointed the burghermeester, or mayor, Mr. Potgieter, and Chief Justice Gregorowski, as a committee to surrender Pretoria "as soon as a sufficiently large British force approached near enough to the town to endanger its safety, and if the military authorities should not decide to defend it."

During this week rumors were rife concerning a strong Boer defence of Johannesburg and the Rand, culminating in a notice in the Standard and Diggers News, that the Boers would likely be fighting around Johannesburg the inhabitants are advised to leave in good time. Excitement and anxiety became more intense in Pretoria daily, while rumors of a defence, siege and bombardment gained credence.

It was known that part of the British troops had occupied Elandsfontein, and had even advanced towards Kaal and Zoufontein stations, while Gen. French's troops were near Schoeman's Rust, and it was positively stated that the Boer generals had decided to oppose these forces, so the public daily expected Pretoria to be bombarded.

On Tuesday, 29th May, President Kruger drove out to Hatherley to join a train there, and the government left Pretoria, taking all the money and the gold they could lay hands on, and on 31st May, Major Erasmus was informed by the Irene station with some of the burghers there in town to reinforce those around Irene.

A Reign of Terror.

After the government retreated from the town a small "reign of terror" set in, irresponsible crowds of burghers, and what were more feared, members of the Irish corps, foreign volunteers and mercenaries began prowling about Pretoria streets, having retreated from their positions in the south and west of the town "vol van moed," as the Volksstem used to say; forcible commandeering, alias looting, began, the large government stores being looted on the 31st. A committee of inhabitants was formed for keeping peace and order, and they called on the municipalities to aid in keeping down disorder.

On the 2nd and 3rd June streams of burghers and auxiliaries were passing back and forwards, through Pretoria, mostly in the direction of Hatherley and Wonderboompoort, and horses were seized and purloined from carriages, cabs, stables, etc., to help in their retreat, until many of the inhabitants threatened to shoot anyone trying to take the horses. The shops and stores were closed since the 31st, and many were guarded inside by armed employees, as wholesale looting of private places was hourly expected. The constant surging of armed burghers in the streets, etc., was the more confusing and alarming to the inhabitants because General Botha had declared his decision to fight around Pretoria, and it was known that he and Generals Meyer and Erasmus were out for that purpose.

A Botha Order.

On 2nd June General Botha issued a proclamation, that he had taken over Pretoria into his charge formally, under martial law, and he appointed Landroost Schutte, Commandant Zeederberg and Mr. Sandberg as a committee to maintain peace and order. This committee was known to the inhabitants by the initials, M. S. and G. O. Conducting such indignation among the officials and others, that several people spoke of raising a commando to follow him up and recover the gold.

On Monday, 4th June, the inhabitants could hear that fighting was going on near Pretoria, and by early afternoon the shells were seen to burst on the hills near the forts to the west of the town, while later in the afternoon Sunnysiders were scared by shells breaking in the vicinity of their houses and of the Delagoa Bay railway line near Leith's house, while burghers were clearing off through Pretoria as fast as they could. About sunset an officer with a white flag was seen in Pretoria, and was supposed to have gone to the mayor's, but was later known to have gone to General Botha's house, where he remained until the night between the two commanders-in-chief, we believe by means of Mr. Sandberg, but the result was apparently not considered satisfactory by General Botha, for he retired from Pretoria to Hatherley early on Tuesday morning.

The Committee of Inhabitants practically threw the mayor overboard in the overtures for the surrender of Pretoria, and on Tuesday morning Mr. Potgieter and Mr. Zeederberg, as the only remaining member of General Botha's committee of peace and order, found themselves left alone to face the music, and do whatever they thought best.

Before the Surrender.

Dr. Knobel, representing an appointed section of the committee of the

General Red Cross in Pretoria, called on the mayor early in the morning to hear, and the Red Cross delegates could accompany the municipal party, as had been previously arranged, to see the British commanding officer, in order to lay hospital and Red Cross matters before him, when the town was surrendered. The mayor informed the doctor that the matter had been settled, and that no programme had been formed, that Gen. Botha had been in communication with the British, but that Mr. Potgieter did not know with what results. The mayor then invited Mr. Zeederberg, Dr. Knobel and Mr. J. A. Denijsen, to the office of the old Union Club to arrange matters at once, and on entering asked the two latter gentlemen to ride out on their bicycles immediately and inform Lord Roberts that the military authorities had left the town, and that he and Mr. Zeederberg, as head of the civil authority, surrendered Pretoria into Lord Roberts's charge. Upon a disinclination being expressed to carry such an important message verbally, and on Dr. Knobel consenting to carry a letter under a flag of truce, the mayor asked him to write such a letter immediately, as a bombardment might begin at any moment. The letter being written was signed by "P. J. Potgieter, burghermeester, and P. F. Zeederberg, member of commission of peace and order," and it was directed to the "Officer Commanding the British Troops, near Pretoria," as it was not certain whether Lord Roberts was so near the town.

To "Stagger Humanity."

as the Pretorian Dictator told the world on the outbreak of hostilities, when we take into consideration the vastness of our army in South Africa, and the duration of the campaign which pseudo-war-experts told us last October would be over in six weeks.

And in regard to these two facts also, it may be of profitable interest to the casual reader to reflect that it is one of the largest armies which any country in the world—ancient or modern—has ever put in the field, and by quite two score thousands, the most extensive army that has ever been sent across the seas—7,000 miles from his political base.

The military army which approaches the Imperial army in an extent anything like comparative, was the army which Consul Rome sent to Africa under the leadership of the Wellington of the Ancient World—Scipio Africanus, who overthrew his illustrious opponent, Hannibal, on the plains of Zama in the year 202 B.C. Tacitus, Sallust and Livy put the numbers of this army at about 125,000 men, and those of the Carthaginian army at about 85,000. Scipio's army, in the matter of mercenaries—German, Spanish and Swiss—was as "sorry a mixture" as that of Wellington in the Netherlands, and the number of its Romans did not amount to more than 70,000. The Imperial army of South Africa, on the other hand, is entirely British, Anglo-Saxon and Imperial to the core. Lord Roberts has supreme command of

The Greatest Army

that Britain has ever put together, and he has been entrusted with a task which would have taxed the intellectual and military genius of our greatest British general—Marlborough, or the resourcefulness of the defender of the lines of Torres Vedras, admittedly the exploit which proved incontrovertibly Wellesley's genius as a military commander; a defence which would never have required the victory of Waterloo to put a seal on the greatness of its organizer.

Considering what he has achieved, and the set-off in prisoners of war whom we have captured, Roberts's record works out at an average in casualties below that which Napoleon set down as a just one. That great authority has placed his opinion on record that "ceteris paribus, the general who returned to his country with less than twenty per cent. of the troops he set out with was deserving of a strict court-martial." The "ceteris paribus" is evidently a concession to the disasters of

The Russian Campaign.

When Napoleon crossed the Neva Murat Schwartzberg, and he himself commanded close on 300,000 troops among them, official returns placed his losses from death and starvation alone in that disastrous campaign at the staggering figure of 238,100 men. As he said afterwards at St. Helena, "I did all a commander could do in the way of prudence, but I could not rule the elements; I could not command the sun." The above figures in casualty-returns do not include the troops who were slaughtered at the bloody battle of Borodino or the men who were killed at the passage of Berezina.

At Austerlitz in 1805—his crowning victory—he lost 20,000 men killed, while the Austrians and Russians lost 40,000.

At Wagram he lost 20,000, while the Austrians lost 35,000.

Jena Spelt Death

for 25,000 Prussians, while a similar number of French fell on the same day. Marengo, a battle which had no political result whatever, cost Napoleon 15,000 men, while the Austrians lost 30,000. The bloodiest battle known in the history of the world—the battle of Eylau—cost the Russians 43,000 men, while Napoleon himself lost another 20,000. At the battle of the Nations—Leipzig to wit—where 425,000 men engaged, 200,000 lay dead when hostilities ceased. But this battle lasted four days, Waterloo cost both sides 60,000 lives altogether, and the campaign of France in 1814, where Napoleon put the seal on his glory as a genius of war, cost the Empire 150,000 men.

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FALL EXHIBITIONS.

List of Shows to Be Held Throughout the Province—All Dates Not Learned.

Nanaimo	Sept. 20 and 21
Salt Spring Island	Sept. 29
Saanich	Sept. 28 and 29
Cowichan	Sept. 28 and 29

Mainland.

Mission City	Sept. 20
Salmon Arm	Sept. 20 and 21
Kelowna	Sept. 21 and 22
Okanagan-Spallumcheen	Sept. 25, 26, and 27
Langley	Sept. 27
Surrey	Sept. 27 and 28
Chilliwack	Sept. 28, 27 and 28
Kamloops	Sept. 27 and 28
Delta	Sept. 28 and 29
Shabrous	Oct. 2, 3, 4 and 5
New Westminster (Royal)	Oct. 2, 3, 4 and 5

Casualties In Battle

It Is Estimated That Six Million French Lives Were Lost Through Napoleon.

Two Hundred Thousand Men Killed in a Fight Which Lasted Four Days.

The latest returns as officially given by the war office put the sum total of our losses in killed, wounded, missing, and fever-ravages, during the present war, down at the staggering figure of 20,000 of all ranks.

Over 2,000 officers have in one way or another paid their final debt to patriotism and nature. Among these men there were several who had reached general rank, many men of title, several heirs to illustrious English names, and newly-recruited subalterns by the score.

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not difficult, however, to believe in Corsica's statement that millions of French lives were sacrificed to the ambition of the Corsican. The figures alone show us that those were, indeed, days when the price of war more than staggered humanity.—London Herald.

SOME ITALIAN PROBLEMS.

The recent warnings of Prof. Villari in the Nuova Antologia have directed attention to the real causes of the growing unrest and discontent manifest to all who interest themselves, even from afar, in the affairs of the Italian Kingdom.

Prof. Villari, who is a senator of the Kingdom of Italy, is neither a pessimist nor an alarmist; nor would any of his countrymen presume to style him a visionary or a doctrinaire. In the language of far-sighted and practical statesmanship instinct with simple patriotism, and free from "fanfaronade," or narrow partisanship, he has exposed to his fellow-citizens some of the more flagrant existing evils, and the dangers that attend them. The unquestionable authority of the exponent, and his universal and acknowledged moderation in historical and political criticism, preclude any thought of exaggeration.

The budget, is the mirror which reflects not only the financial, but also the social and political conditions of a country. Therefore, for a clear apprehension of the existing evils we must cast a public weal. After a series of unglorious and at this important register of the pardonable errors (to use Signor Villari's words), the deficit in 1888-89 was computed at 470 millions. By a long-continued series of economies, and by dint of prodigious feats of financial gymnastics, successive governments have contrived an equilibrium. "And yet we are more discontented than ever!" exclaims Signor Villari. Consequently, the realization of this acme of administrative bias has not proved the panacea for the social and political maladies undermining the state. Nor has it prospectively ameliorated the general economic conditions, except in certain local and special instances, which, although individually important, are of small significance in the mass. The reasons for this are obvious. Economics alone, however sweeping, could not accomplish this much-heralded equilibrium; it was necessary to devise fresh taxes or to increase the burdens of those in force. Italians enjoy the unenviable distinction of being the most heavily taxed nation in Europe. The interest on the perpetual debts alone amounts to 490 million lire. Signor Fortunato, the deputy, estimates that budget at 1,600 million lire, out of which 800 millions are devoured by the interest on the public debt in its various forms, including pensions. Deduct another 100 millions reserved for the payment of indemnities, and but 600 millions remain for the expense of the government, including the army, navy, public works, prisons, public security, etc. This is not only meagre, but absolutely insufficient. While declining to discuss the bearings of the greatly hampered financial resources upon the general efficiency of the army and navy, Prof. Villari asserts that the medical clinics and laboratories, as well