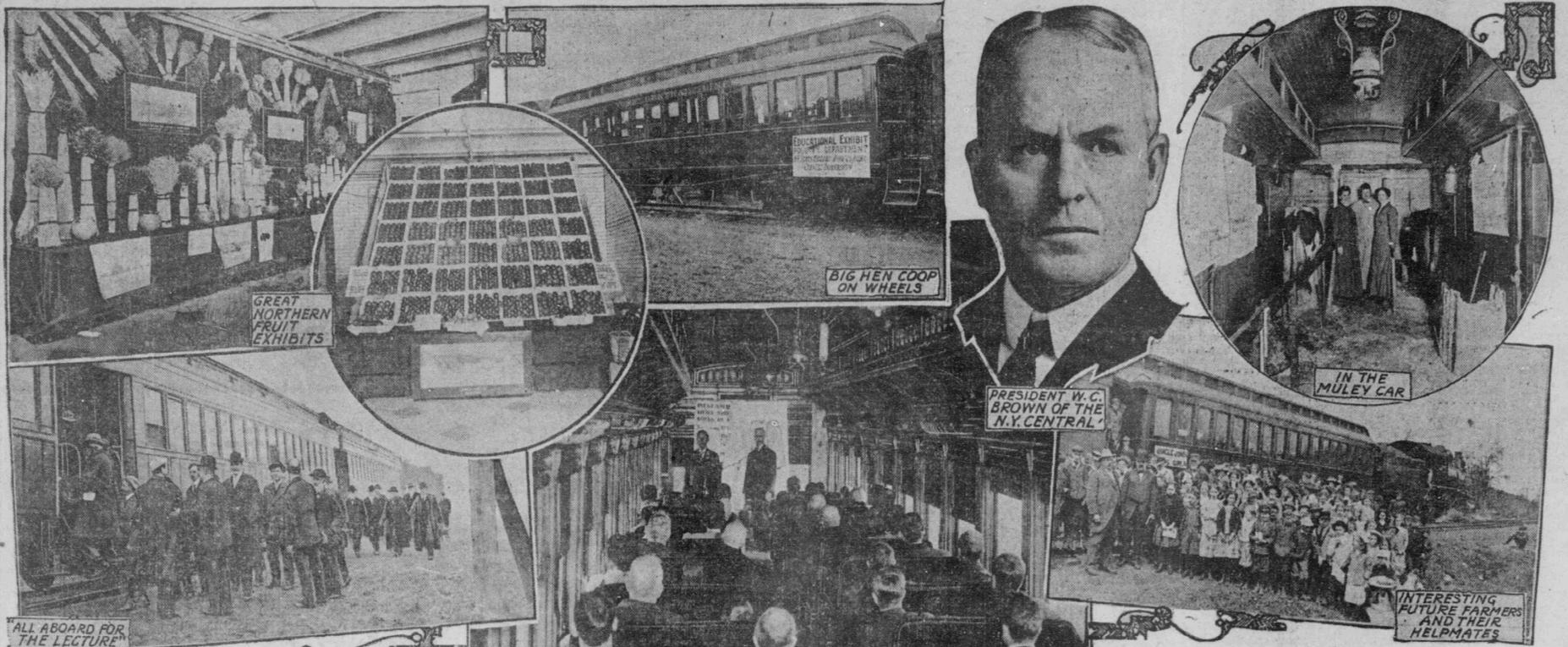


SIDELIGHTS ON THE WORLD'S NEWS

ALL ABOARD FOR BETTER FARMING!



By CHARLES N. LURIE.
WHAT is in it for the railroad? Everything. The Germans have a saying, "One hand washes the other, and they both become clean." So it is with the agriculturists and the railroads. The latter help the men of the plow to grow better and larger crops by bringing the latest scientific agricultural information almost to their thresholds. The farmers repay the railroads with bigger carloads of freight. And the greatest benefit accrues, of course, to the country at large.

It really amazes one to note with what rapidity the idea of special railroad agricultural trains is spreading over the country. Every section of Uncle Sam's domain is being toured by the men who attack the problem of agriculture from its scientific side, and they are meeting with encouragement and enthusiasm.

There are no leaders in the movement by the railroads to "give every farmer in the country a short course in scientific agriculture," without money and without price. East and west, north and south, the officials are enthusiastic over the scheme. The trolley men are in it too. One of the most successful of the recent railroad

courses in farming was that given by the trolley special which toured western Massachusetts. In the rest of the country the course seems to have been confined to steam railroads.

What the Movement Means.

For those who may not be familiar with the underlying principle of this railroad farming scheme a brief explanation may be necessary. The idea is simply this: The railroads traversing farming territories co-operate with the state agricultural colleges and experiment stations in spreading among the farmers the knowledge of scientific agriculture. Cars are fitted up with the latest agricultural implements, specimens, charts, fertilizers, etc., and the experts of the colleges and stations accompany them to explain them to the farmers and deliver lectures. Brief stops are made at scheduled points. Every effort is made to spread knowledge of the lectures and exhibitions among the farmers and to induce them to attend. The station agents of the railroads are pressed into service to tell their farming neighbors about the coming of the trains; the local newspapers are asked for space; posters and circulars are distributed. The result is generally the welcoming of the agricultural trains by throngs of interested, intelligent, progressive farm-

ers, who are anxious to increase the productivity of their fields and improve the quality of their products.

Special efforts are made to interest the children in these matters. According to one prominent railroad official: "We are building for the future. We aim to interest the children in improved farming, in the hope that they will realize their future opportunities to do great work for the advancement of the nation's material prosperity. Farm products are the basis of a great percentage of our wealth. We are aiming to call the attention of the farmer of the present to the fact that in the matter of obtaining the best results from every acre of ground America is woefully behind the nations of Europe. We hope to remedy this condition by introducing as widely as possible the knowledge of scientific agriculture, and we know no better means of attaining our aim than by bringing to the very door of the farmer facts

showing how better methods of farming will help not only himself and his family, but the nation at large. We make thus a double appeal—one to the farmer's individual hope of gain and the other to his patriotism. Of course we are not entirely unselfish or altruistic or patriotic in this matter. Anything that will help the farmer to grow more or better crops helps the railroads that haul these crops."

Farmer's Wife Also Remembered.

The farmer's helpmate is not forgotten. In many of the railroad agricultural trains lectures are given on domestic science, food values and other topics of value to intelligent women. The lectures are practical and interesting and touch upon problems which arise in the daily course of work of the average farmer's wife. Of course the branches of farm work in which women are generally held to be mainly interested, such as dairying, poultry raising, gardening, etc., are not neg-

lected. One of the most successful of recent agricultural trains was the "poultry special" run by the New York Central in co-operation with the agricultural college of Cornell university. Speaking of that train recalls to mind the fact that in England recently a similar poultry special run by one of the big railroads met with favor and success.

An idea of the variety of work undertaken by one of these railroad agricultural trains may be gathered from a recent description of a "North Dakota Farm Special Train," run on the Northern Pacific railroad. The train was operated along the line of the railroad for two weeks.

Agricultural Train Described.

"The train will be equipped with some flat cars where the different types of farm machinery will be exhibited. The train will also carry literature for free distribution and exhibits of the different kinds of forest

trees, shrubs and fruit trees that can be grown successfully in the state. Methods of planting, pruning and general care of the trees will be explained. Grain, grasses, forage crops, weeds and plants illustrating plant diseases will be shown, and methods of fighting diseases and weeds will be explained. One car will be devoted to live stock. Dairy and fat cattle, hogs, sheep and poultry will be on exhibition. The better types of stalls and manure will be shown and also different rations to be fed to the live stock. Different kinds of poultry appliances and dairy utensils of the latest and approved kind will be placed where they can be easily examined. Special interest will be given to domestic economy. Miss Hoover and her assistants will have exhibits of sewing and cooking to assist in making the lectures as practical as possible. A day coach will be devoted to lectures for the ladies.

"Three meetings will be held each day. One will be from 8 to 11 or 12 o'clock, the afternoon session will be from 1:30 to 4 or 5 o'clock, and the evening session from 7 until 10 o'clock."

One of the prominent leaders in the movement to spread knowledge of better farming is William C. Brown, president of the New York Central.

He is the head of the recently formed Agricultural Improvement Association of New York State. The primary object of this movement in which many prominent citizens of New York have manifested interest, is the attracting of attention to the opportunities offered by farm life in New York state. President Brown recently announced a policy of establishing demonstration farms by his railroad to indicate what can be done with a reasonable expenditure and intelligent management to yield a good living on lands now largely unused. The road purchased rundown farms, placed them in charge of expert agriculturists and purposes to show the farmers of the state what can be done with land generally supposed to be worthless. As these farms are brought up to good condition they will be offered for sale and others purchased. Another road has offered to purchase one or more rundown farms, to be turned over to the state department of agriculture or the colleges having courses in agriculture, for the purpose of demonstrating improved farm practice. In these cases the railroads have no large areas of land to dispose of, as some of the western railroads have, but the movement is prompted by a faith in agriculture and a belief in the greater utilization of farm lands.

BAD TIMES AHEAD FOR SMUGGLERS

UNLESS all signs fall this is to be a bad season for smuggling. It will have to be a very ingenious evader of the customs who will get past Mr. Loeb's men at New York without declaring whatever he has of dutiable goods. This goes also for the woman who would be smuggler. Collector Loeb has determined to get for Uncle Sam the last penny that is coming to him, and he has tightened the net so closely that if his hopes are realized not even a foreign mosquito will be able to get through. The weather prediction for those persons who have been living

elers and dealers in other goods whose business has been affected by the competition of wares on which no duty has been paid. The men who buy and sell precious stones have been the chief sufferers in the past, and they have joined now in the effort to put the extinguisher on the efforts of too enterprising passengers.

This is the place to inform the reader that no less than \$10,000,000 worth of diamonds, pearls and other jewelry are smuggled into this country each year. It was a surprise to the writer to learn this; possibly it will be so to the reader. Yet the fact is stated on

very good authority. The Precious Stone Importers' Protective association, composed of some of the leading dealers in the stones in New York, is authority for the statement, and its word is entitled to credence. Its members assert that the government has lost in the past at least \$1,000,000 a year in duties on illegally imported precious stones. Add to this amount the sums that should reach the government coffers, but do not, from diamonds, pearls, furs, dresses, brandy, wines, etc., and it is easy to see why the men in Washington are making frantic appeals for more

money. They need it when the customs taxes are evaded at such a rate as that.

The efforts of the honest diamond merchants of New York to protect themselves from the unfair competition of jewelers have taken shape in the offering to all who before May 1 next year will supply information leading to the arrest of persons smuggling precious stones for business purposes a review of not less than \$2,500, or at least 10 per cent of the foreign market value of the jewels if it exceeds that amount. Ludwig Nissen, president of the association, is now in Europe endeavoring to enlist the help of the large European dealers in the fight against smugglers.

What makes people smuggle is a question that has been asked many times in the past and has been answered in various ways. The case is perfectly clear with those who smuggle for business purposes—they need the money, and evading custom duties and then underselling competitors is one way of getting it. But how about the society people who smuggle? They surely do not need the money, and they do not smuggle in the goods for the purpose of selling them. The amounts saved on the cost of gowns and silks and furs and other articles of personal adornment cannot be the inducement that makes persons of great wealth run the risk of heavy fines and imprisonment in federal penitentiaries.

The psychologists have recently taken a hand in the matter of explaining smuggling. Prominent among them is Professor Hugo Munsterberg of Harvard, the eminent German American, who states his belief that the reason people smuggle is because they do not personally the government to themselves—that is, they do not regard Uncle Sam as a man whom they defraud when they evade the lawfully imposed custom duties. But that explanation is rejected, or, at any rate, is not accepted, by the majority of investigators of this interesting subject.

These latter bulging brows assert that the temptation to smuggle is an atavistic reversion to the delight in running risks, in facing danger for its own sake—in other words, the smugglers delight in matching their wits with those of the custom official. It is the same spirit that makes a child desire to see how close it can put its finger to a candle flame without being burned.

But one would think that the widely published accounts of smugglers who have had their fingers burned would serve as a deterrent to others. It does not seem to do so. The game goes merrily on at all our ports of entry, especially at New York, by far the greatest of them all. But Collector Loeb has determined to put a stop to it there. He may do so partly, but it is safe to say that there will be smugglers as long as human nature remains what it is today.

ARTHUR J. BRINTON.

JUSTICE W. H. MOODY, WHO MAY RETIRE

WITH the probable retirement from public life of Supreme Court Justice William H. Moody, compelled to relinquish his duties by ill health, the United States will lose the services of one of her ablest, most energetic and distinguished citizens.

There is something supremely tragic about the doffing of the silken robe by Mr. Moody. It is as though the gaunt hand of disease had reached out to pluck him from his place of honor when the years seemed to open to him a long vista of usefulness and work and fame. For he is not old in years, as are most of his former colleagues of the supreme court bench. He is only fifty-seven years of age and the junior by almost a decade of the youngest of the men who sat with him on the highest bench of the land. It is less than four years since Mr. Moody took his place on that bench, seemingly with every right to look forward to a long term there and with the possibility of the chief justiceship before him. But the decisions of hope and reasonable expectation have been annulled by illness, and Justice Moody probably will retire.



JUSTICE MOODY, OFF AND ON THE BENCH.

It was a brilliant career of labor for the public good that ended when Justice Moody was compelled to abandon further work. As member of the house of representatives, secretary of the navy, attorney general and supreme court justice he earned fame and recognition of his ability and zeal in the public welfare. So instant was the recognition of his abilities in the house of representatives that, although one of the youngest members of the house at the time, having served only two terms, he was prominently named as a possible successor of Speaker David B. Henderson. Moody became secretary of the navy by appointment of his intimate friend, President Roosevelt, before Mr. Henderson retired, but he is reported to have said that he would not have accepted the cabinet portfolio if he had known that Mr. Henderson was about to retire, as he preferred the place of which Speaker Reed said there was only one superior and no equal. The course of events, however, took Moody into the navy department, where he made a record for efficiency. His predecessor was John D. Long, who conducted the affairs of the department during the Spanish-American war. Then the attorney generalship became vacant through the election of Secretary Knox to the senate, and Moody became the government's legal adviser. That was in 1904. Two years later the retirement of Justice Brown left a vacancy on the supreme court bench, and Moody realized the ambition of years by taking his seat on the bench of that great tribunal.

It is recorded that Mr. Moody is not a man of wealth and that his appoint-

ment to the supreme court was preceded by doubt whether he would give up private practice in a law firm in Boston which was about to be formed and which the fame of the ex-attorney general would have carried to high success. But the prospect of further public service—long service it was to have been, according to his reasonable expectation—determined the course of the attorney general. He saw in the salary and the certainty of retirement the provision for the future which, as a reasonable man, he desired, and he made the sacrifice of great personal gain. Perhaps the fact that Mr. Moody is not married influenced his decision.

In reviewing the life and career of the man whose term on the bench is thus cut off betimes one encounters a very pathetic fact. That is the frequent reminder of the resemblance, physical and otherwise, of Mr. Moody and former President Roosevelt. A few years ago the two men were compared frequently, and the Washington

correspondents found many points of resemblance between them. Yet Mr. Roosevelt returned with vigor unabated from his tremendous African and European trip at the very time when his friend and companion of only a year ago his appointee as secretary of the navy, attorney general and supreme court justice was totally incapacitated by illness and compelled to give up his duties on the bench.

The American ancestry of Justice Moody reaches far back to the early years of the seventeenth century, when his ancestor came to this country from England. He was born at Newbury, Mass., on Dec. 23, 1853. He was educated at Phillips academy, Andover, and at Harvard, receiving his degree in 1876. He entered on the practice of law in his native state and was district attorney of the eastern district of Massachusetts from 1890 to 1895. He went to congress to fill the vacancy caused by General Cogswell's death, in 1895. His home is in Haverhill, Mass.

WILLIAM HENDERSON.



NEW YORK CUSTOM HOUSE.

In the past on the proceeds of smuggled goods in "very cold and chilly," with no relief in sight.

In moving to close up the meshes of the customs net Collector Loeb has the united support of the honest jew-

SEIZED GOODS IN APPRAISERS' STORES.