

The matter is put in a most convincing way by Mr. Atkinson when he asks what would be the practical result of an offer by Great Britain to pay one dollar for every bushel of wheat grown in America and delivered in London. "Dollar wheat" in London would mean a price of from sixty to eighty cents per bushel on the farm. It has been seriously proposed in England to build huge national granaries for storing a supply of grain. Suppose instead of this that England should contract with the United States for "dollar wheat" for a long term of years, and that the navies of England and of this country should engage to keep the ocean passage clear of enemies. What would be the result?

The American farmer would, under this permanent advantage, turn his energies to wheat growing. Soils would be fertilized and cultivation improved so as to insure an average crop of at least twenty bushels to the acre. Only 128 million bushels are required annually to supply the wants of the United Kingdom. 128 million bushels at twenty bushels per acre requires 6,400,000 acres, or ten thousand square miles of new wheat land. Let us say that *new* land is to be taken, since in this way we insure that there shall be no interference with the present disposition of other crops—hay, maize, etc. Let us suppose, again, that in order to prevent the exhaustion of the land, wheat is to be the crop on each square mile only one year in four. An area of forty thousand square miles is called for, then. The unoccupied area of the Indian Territory contains more than thirty thousand square miles, and could, if necessary, perform three fourths of the required service. The unoccupied regions of Oklahoma would take care of the rest. It is reported by experts that substantially the whole area of these Territories is suitable for raising wheat. All of England's needs could be met by these two Territories, and every other acre of the United States might remain as it now is!

Kentucky's area is 40,400 square miles; Tennessee's is 42,050; that of Kansas is 82,080; of Nebraska is 77,510; of Minnesota is 83,365; of the two Dakotas is 148,445; of California is 158,360; of Oregon is 96,030; of Washington is 69,180; of Texas is 265,780. To engage 40,000 square miles for wheat growing from these regions under the stimulus of good prices would be the matter of a few weeks and of a little telegraphing. There are many firms now in existence who would gladly take a contract to deliver "dollar wheat" in London for a term of years, and this without invoking any new aids from science. It would be a mere matter of business and a fortunate one for them.

These estimates of Mr. Edward Atkinson's are based on returns from the Agricultural Experiment Stations of the United States. In details they may need revision; but his general conclusions are not likely to be overturned. It is likely that, before many years have passed, a general system of storage reservoirs and distribution canals for irrigating the so called arid lands of the great West will be established. When this is done millions of acres of rich land will be added to the wheat growing area of the country in Montana, Idaho, Nevada, Arizona, New Mexico, etc.

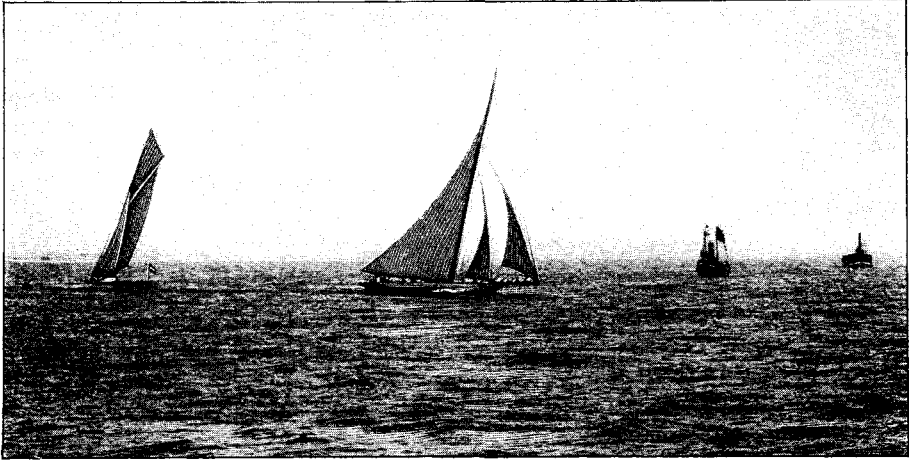
It is entirely unnecessary to follow the inquiry any further for our present purpose. The dismal prophecies of the new Malthus have no solid foundation. They are based on incorrect data. It is not necessary to go outside of the United States to find a food supply for "a hungry world." It is not even yet necessary to call upon science for advice. The old and well worn methods will still apply. When they do not, scientific chemists—Sir William Crookes first among them—will supply what is lacking to our special processes. And in the mean time the vast army of bread eaters may live in peace undisturbed by the prognostics of evil times shortly to come.

LEGACIES.

Unto my friend I give my thoughts,
Unto my God my soul,
Unto my foe I leave my love;
That is of life the whole.

Nay, there is something—a trifle—left;
Who shall receive this dower?
See, earth mother, a handful of dust—
Turn it into a flower.

Ethelwyn Wetherald.



THE COLUMBIA AND THE DEFENDER IN THEIR TRIAL RACES OFF SANDY HOOK—THE COLUMBIA LEADS AROUND THE TURNING STAKE.

THE AMERICA'S CUP IN 1899.

BY W. J. HENDERSON.

THE LATEST PHASE OF THE LONG CONTEST FOR THE BLUE RIBBON OF THE YACHTING WORLD—
HOW THE OLD RACES BETWEEN AMERICAN "SKIMMING DISHES" AND ENGLISH
"KNIFE BLADES" HAVE DEVELOPED INTO A MATCH BETWEEN TWO
BOATS ALMOST EXACTLY ALIKE IN DESIGN.

IN spite of the fact that very few persons can claim to rank as nautical experts, there are still fewer who take no interest in the approaching races for the America's Cup. The average American loves a race of any kind, and adores a contest in which skill and pluck play conspicuous parts. And somewhere in the current of our national blood there are certain drops—probably the last remnants of the ruddy stream in the veins of the early adventurers who came in mere row-boats to seek for the fountain of eternal youth or the secret of boundless wealth—which make us a seafaring people, as the nations of the earth have recently had occasion to learn. Great Britain has for centuries, with substantial reason, claimed to be the mistress of the seas, yet for more than forty years she has coveted in vain the trophy of the world's yachting championship, taken from her by us and held with the vigor of self confident youth.

It was in the summer of 1851, when one of the great international expositions

was in progress, that the British offered a cup to be sailed for by the yachts of all nations. A few Americans, owners of the schooner yacht America, sailed her across the ocean and entered her in that race. The course was around the Isle of Wight, and the America defeated all her British competitors in a manner exceedingly painful to the English spectators. Six years later her owners presented their trophy to the New York Yacht Club, to be held as a perpetual international challenge cup; and that was the origin of the contests for the famous bit of silverware.

The British were too plucky and too justly proud of their own prowess on the water to allow the cup to rest undisturbed in the lockers of the New York Yacht Club. In 1870 James Ashbury challenged for it, and on August 8 of that year his schooner Cambria sailed a race against the whole fleet of the local club. That was the way the contest was conducted at that time. The schooner Magic was the winner, the Cambria coming in tenth. Thereupon Mr. Ashbury went home and