

Eastern States. As the West is further opened up by railways, there are likely to be additional opportunities in that region. The latest railway to cross the Northwest from the Missouri to the Pacific is stimulating settlement along its line. Many Hollanders, bound for points in its territory, have passed through New York this year, carrying with them not only the sturdy virtues and goodly families for which their race is noted, but supplies of capital ample for their purposes. Irrigation will add to the possibilities. That the foreign-born settler could share to the advantage of all in the development of the great resources of the South is the view of such men as Hugh MacRae.

The traveler into Sicily, as he approaches the southern terminus of his journey on the Roma-Palermo express, is sure to be struck, not only with the beauty of the neighborhood through which the train is trundling, but the manner of its cultivation. On either side of the big, heavy sleeper are seen orange and lemon orchards, their fruits shining forth like "golden lamps in a green night." Running hither and thither are open cement conduits, both great and small, suggesting, with their many ramifications, a system of arteries. Blindfolded donkeys, or perhaps motive power of metal, toiling at the heart, are

raising water from deep wells to the reservoirs which feed the conduits. Tiny streams flow along the trunk arteries, turning aside here and there into the channels, two or three fingers wide and as deep, molded in the crests of slender walls of cement. Around the roots of each tree the earth is thrown up in a slender bank, which looks like the exaggerated trail of a mole, the inclosures being rectangular. Into these the rivulets take their way, feeding the roots of the fruit trees and giving juice to the golden globes hanging among the green leaves.

The people of Palermo call this semi-circular plain flowing round about their city, and separating it from the rugged mountains encompassing and overshadowing it, "Il Conco d'Oro," or "The Shell of Gold." This small plain with its fruit plantations is a source of the wealth of the city. It depends for its fruitfulness upon subterranean streams of water which have been tapped—in some cases at much cost—and drawn up for the moistening of the roots of the orchards.

So, perchance, returning to our earlier simile, the carefully directed streams of immigrants distributed upon the land may make the hinterland of America more truly than ever our "Conco d'Oro," or "Shell of Gold."

TWO LEADERS IN RURAL PROGRESS¹

BY ELBERT F. BALDWIN

THE lover of country life and the believer in the conservation of our natural resources should own two books. One is the Rt. Hon. Sir Horace Plunkett's "The Rural Life Problem of the United States," the other Mr. James J. Hill's "Highways of Progress."

The substance of Sir Horace's volume has already been published in *The Outlook*, and that of Mr. Hill's in the "World's Work." But both texts deserve further perusal, not only because of their intrinsic

merit, but also because they represent the opinions of two men who have had intimate connection with the revival of the interest in American country life and in the conservation of our natural resources. Sir Horace Plunkett has had this connection by reason of recent personal touch with the Roosevelt Administration; Mr. Hill, by reason of the part he, as a great railway builder, has long played in the country's progress, and still more because he has been such an accurate observer of our general economic conditions as to win quite as instant, wide, respectful, and, appreciative hearing, whenever he speaks, as is given to any American.

¹ The Rural Life Problem of the United States. By Sir Horace Plunkett. The Macmillan Company, New York. \$1.25.
Highways of Progress. By James J. Hill. Doubleday, Page & Co., New York. \$1.50.

Sir Horace Plunkett is an Irishman. Mr. Hill is a Canadian-American. To most of us an Irishman means a voluble Celt from Cork, not his more self-contained compatriot from Belfast. Sir Horace comes from the Dublin country. We do not naturally think of an Irishman as unloquacious and unassuming. Yet in Sir Horace we have just such a one. His mildness of manner does not suggest strenuous action, but his record of achievement is inversely proportioned to the modesty of his pretensions.

Americans are fairly familiar with the life of Mr. Hill, but not with that of Sir Horace Plunkett. The latter's boyhood was very different from that of the young Canadian who, born of peasant stock and in a log cabin, early crossed the border, worked on a farm near Syracuse, and in 1856 arrived at the frontier town of St. Paul in Minnesota, still an Indian country. "Mud clerk" he might have been, but when, within two years, statistics were needed of St. Paul trade, this young clerk furnished them. He has been an authority on statistics ever since, a distinction not obscured, no matter what his activities may have been as agent of the Northwestern Packet Company, or manager of the St. Paul, Minneapolis, and Manitoba Railway, or builder and president of the Great Northern Railway, or constructor for his line to Japan of the largest steamers that ever sailed the Pacific, or obtainer of orders for the first American cotton and the first American rails ever shipped to that country, or the creator of a new market for wheat in the Far East, or uniter of northernmost American and southernmost Canadian railways into one system.

If Mr. Hill's was a peasant origin, Sir Horace Plunkett's was the opposite. His boyhood days were passed in one of those old castles built in eastern Ireland by Anglo-Normans, from which the invaders exercised a more or less uncertain dominion over the rest of the country. For seven hundred years Sir Horace's family lived in their castle. His father was the sixteenth Baron Dunsany. The title was created nearly five centuries ago.

Sir Horace was educated at Eton and Oxford. In later years, among the recognitions of his public services, he was

given the degrees of D.C.L. by Oxford and of LL.D. by Dublin University. He was made a Fellow of the Royal Society, the oldest and most influential scientific society in the world, and also a Privy Councillor, which carries with it the title of Right Honorable.

Thirty years ago Sir Horace came to this country to benefit his health, his lungs being his weak spot. He chose the high, dry air of Wyoming and the occupation of a ranchman. He remained ten years in Wyoming, getting an experience of American life given to few foreigners, and becoming almost an American himself. He had always intended to return to Ireland and take up his life's work—agricultural reform. This his health permitted in 1889. What Sir Horace's endeavor was, and is, can best be read in his book "Ireland in the New Century." It is summarized in the following passage:

Those who did the work of which I have written first launched into Irish life a scheme of *organized self-help* which, perhaps more by good luck than design, proved to be in accordance with the inherited instincts of the people, and therefore moved them to action. Next they called for, and in due season obtained, a department of government with adequate powers and means to aid in developing the resources of the country, so far as this end could be attained without transgressing the limits of beneficial State interference with the business of the people.

Although party politics must have been little to Sir Horace's taste, he found it necessary, for the furtherance of his aims, to seek Parliamentary honors, and he represented South Dublin as a Conservative, but with marked Liberal tendencies, from 1892 to 1900. During this period he worked for, and finally obtained, the establishment of a Department of Agriculture in Ireland. When it was started in 1900, he was placed at the head. In that year he was thrown out of Parliament, mainly because he infuriated his constituents by disregarding all political claims upon the patronage of his department. But his Government retained him in office. So did the succeeding Liberal Government, persuaded by Mr. James Bryce, Chief Secretary for Ireland. In the following year, however, Mr. Bryce was appointed Ambassador at Washington, and his successor as Chief Secretary

hastened to accede to the demand of the bigots for Sir Horace's head on a charger.

Having attained considerable business interests in our Western States, Sir Horace was an annual visitor to the scenes of his early American enterprises. He also pursued here certain economic investigations to help him in his Irish work. In this quest he also visited Washington. There he exchanged ideas with President Roosevelt, Mr. Pinchot, and others who were interested in country life problems in America. As the present volume discloses, this exchange of ideas was mutually helpful. We appreciate better than before how the country life policies of the Roosevelt Administration came into being, for though in his Message of 1904 Mr. Roosevelt made clear his consciousness of the necessity of reform, the movement did not reach the point of action until, in 1905, Sir Horace showed to the President what was being accomplished by the farmers' co-operative movement in Ireland, and by other movements there for improving agricultural conditions.

Fortunately, at that time America was awakening to some realization of its own deplorable conditions. Mr. Hill was pointing out to those who would heed that our famous Western wheat-fields, once the envy of every country, were being rapidly exhausted. Indeed, as he shows in "Highways of Progress," in the decade from 1896 to 1906 they yielded per acre an average of only thirteen and one-half bushels, as compared with Hungary's seventeen, France's nineteen, Germany's twenty-seven, and England's thirty-two. The social side of farm life was also suffering an alarming eclipse. This was even harder to bear. In both respects America was lamentably lagging behind Europe. As a cure-all Sir Horace Plunkett was ready with a formula. He had applied it in Ireland with good results ever since 1889. It was, "Better Farming; Better Business; Better Living."

To reach these results, the methods are co-operation, co-ordination, and education. Through them the country can meet and conquer the city's lure and can especially offset the city's three predominant attractions—in the first place, the city's fuller appreciation of modern physical science; second, the city's superior

business organization; finally, the city's more fascinating facilities for occupation and amusement.

If Sir Horace had thus blazed the way for rural life reform, his own early interest in the general Conservation policy, as we now understand it, came in 1905 from Mr. Gifford Pinchot, to whom he gives high praise in the present volume. It also came from Mr. Hill, whose name "must be always associated with the dawn of the Conservation idea, because of his address [in 1906 before the Minnesota Agricultural Society] where, for the first time, was presented a collection of economic facts in popular form." Mr. Hill was, he himself claims, the first to announce the doctrine of Conservation as a whole and not as an incident of some one occupation. What is that doctrine? As Mr. Hill says:

The highest conception of a nation is that of a trustee for posterity. . . . The ideal of the prudent, loving, careful head of every family is the true ideal for the nation of rational men. The people of the United States, as far as any, perhaps, have meant to follow this path. It is worth while to consider how far they have been successful and where they have failed.

The country life and Conservation policies really form an organic whole. They might well be considered together. But Conservation holds the popular stage somewhat to the exclusion of the other policy. Why? Because, as Sir Horace Plunkett points out, Conservation calls for legislative and administrative action, and hence always sets up a ferment in the political mind. The country life idea, on the other hand, must rely mainly on voluntary effort. Yet there can be no real success of the Conservation policy itself, pertinently protests Sir Horace, without a rehabilitation of country life.

To bring about this rehabilitation Sir Horace has indicated, as we have seen, three general elements of endeavor. A prominent feature of the third element—education—is the fuller application of modern physical science. This also appeals to Mr. Hill, who lays stress on it in his "Highways of Progress." The volume might have been entitled "A Study in Applied Economics." In it will be found the fund of information and counsel which every one expected from such an

authority. What was perhaps generally unexpected, however, this information and this counsel have been put forth in attractive style. Mr. Hill is a many-sided man, but the world has hardly realized that he is a writer not only of terse and clear but of very felicitous English.

The book comprises the treatment of many subjects—irrigation, drainage, industry, commerce, reciprocity with Canada, trade with the Orient, railways, waterways, and, most notable and important of all, agriculture. In the address referred to by Sir Horace Plunkett and in the book reprinted is found the warning which for many years Mr. Hill has been sounding throughout the land, whether men would hear or whether they would forbear.

Land without population, he declares, is a wilderness; population without land is a mob. But we may face both dangers if our farmers continue to plunder their soil. This is the basic reason why many who ought to live in the country are going to the towns. Farm waste is to blame because of the relatively smaller return of our acreage each year. This fact would be depressing enough if our population remained stationary. But the depression will be doubly felt because our population is rapidly growing. At the present rate, our country's food supplies will one day no longer suffice for our own people. We must then import foodstuffs. What then? Will general poverty ultimately

result? Will our more energetic citizens emigrate to other countries?

Certainly something ought to be done now. We could save the situation if we would. Mr. Hill says that we might easily double the value of our farm products. How? (1) By adapting the soil to the product; (2) by rotating crops; (3) by fertilizing; (4) above all, by cultivating intensively. Other countries have led the way. We see Spain a beggar among the nations, but France the world's greatest creditor. France is such because her land has small farms representing diversification of industry and intensive farming. Yet we see thousands of *our* farmers every year leaving our already worn-out lands for the Canadian Northwest!

Let them learn intensive farming. Mr. Hill would have them practically informed by means of model farms, showing agriculturists just what they could and should do on their own lands. A thousand such of from forty to sixty acres should be started each year. Eventually one should be found in each agricultural county of the country. Should be? Must be. For, whether we realize it now or not, in the appraisal of our economic estate our great reliance must be upon the soil. In that appraisal are vast natural resources, yet incapable of renewal. Here is a resource capable of renewal, and hence our prime asset.

NEGRO LIFE IN THE SOUTH

BY BOOKER T. WASHINGTON

AS I have traveled through the Southern States from time to time nothing has been more encouraging and at times even surprising than the change of feeling on the part of certain individuals of the better class of white men toward the Negro. Wherever I have investigated I have found that this change had been accomplished by certain individuals of both races, often thrown together by mere chance, coming to a clearer understanding of each other. Whatever the cause, the change has been

everywhere for the good of both races. And I have often wished, and even urged as best I could, that the leaders of both races form some plan of reaching a better understanding. But the task has been often difficult because the better class of white men in many sections, those who rule the South, have had little conception of the real condition of the Negro. "Negro Life in the South,"¹ by Mr. W. D. Weatherford, is among the first of the

¹Young Men's Christian Association Press, New York City. 75 cents.