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GOVERNMENT RAILWAYS IN EUROPE.

DR. A. VON DER LEYEN, a railroad expert, has published an article in the June number of the *German Review*, concerning the management of the government railroads of Prussia, of which Consul General Günther sends an abstract to the Department of State.

He demonstrates that the example of Prussia in buying the private railroads and running them on government account has contributed to popularize this system in other countries, and states that not only have the other German states followed it, but that almost all the other European countries have purchased the existing railroads.

The Austrian government railroad net has to-day a mileage of almost 6,300 miles; that of Hungary, about 8,150 miles. Since 1882 a great change has taken place in Russia; of the then existing 14,000 miles of railroad, only about 40 miles were owned by the government. The total mileage in 1897 was about 24,300 miles, of which 15,780 miles belonged to the government. To this must be added the government railroads in Finland and Asiatic Russia, the Trans-Caspian and the Siberian railroads. The Servian, Roumanian and Bulgarian railroads are owned exclusively by the respective governments. Of the northern European kingdoms, Denmark has a government railroad system of 1,167 miles and 525 miles of private railroads. Norway's railroads belong almost exclusively to the government. Sweden has 2,303 miles of government and 4,387 miles of private railroads. The government has not yet succeeded in acquiring the latter, although efforts have been made to do so. Belgium, in 1898, through the purchase of the Grand Central Belge and some minor private roads, became the possessor of the whole Belgian railroad system. Holland acquired all the remaining private railroads in 1890; they are, however, operated by two private companies. The Italian Government purchased all

private main railroads of Italy in 1885 and leased them for twenty years to private corporations. Mr. von der Leyen states that both the last countries have had unpleasant experiences with this arrangement. Switzerland, after long discussion, resolved by federal law in October, 1897, to gradually purchase all the private railroads. On January 1, 1901, the first federal railroads were operated by the Government. By agreements of 1883, the six large French private railroads had their rights recognized by the Government, and no change has been made in the policy in that country. The relatively small Government railroad system, located between the Orleans and the Western railroads, has remained intact. As the private railroads, however, have received large subsidies from the Government, and as they will revert to the State in the second half of the present century, they can hardly be considered purely private railroads. Of the countries which have a private railroad system exclusively, only England and the United States remain.

SCIENTIFIC NOTES AND NEWS.

THE fiftieth annual meeting of the American Association for the Advancement of Science, as all the readers of this Journal are doubtless aware, opens with a meeting of the council, at three o'clock on the afternoon of Saturday, August 24. The first general session of the Association, however, begins at ten o'clock on the following Monday, when Professor Woodward, the retiring president, will introduce the president-elect, Professor Minot. Addresses of welcome will be made by the Hon. J. B. Orman, Governor of Colorado, and Hon. R. R. Wright, Jr., Mayor of Denver. Honorary President, J. B. Grant, will introduce General Irving Hale and Aaron Gove, who will welcome the Association on behalf of the business men of Denver and the educators of Colorado. To these addresses President Minot will reply. After announcements have been made by the secretaries, the general session will adjourn and the sections will be organized. The addresses of the vice-presidents are delivered in the afternoon, and the retiring president will give his address entitled 'The Progress of Science' on Tuesday evening. The Sections of