

is, therefore, presumed to know something about the combine.

THERE DIED RECENTLY IN MICHIGAN A man who claimed the credit for having suggested to Horace Greeley the name of the republican party, but now Maine has come forward to contest the honor. Mrs. Washburn, widow of the late Israel Washburn, jr., who was Maine's war governor, is living in San Diego, Cal. The Los Angeles Times says: "To Mrs. Washburn's deceased husband belongs the honor of naming the republican party. Israel Washburn was a member of congress from Maine from 1851 to 1860, when he was elected governor, and after the war until his death was collector of the port at Portland, Me. On May 22, 1854, the pro-slavery advocates passed the 'Kansas-Nebraska bill,' which was very obnoxious to the free state men, of whom Mr. Washburn was a leader, and on the night of its passage he called a meeting of the anti-slavery members of congress to meet with him the next morning in the rooms of Representatives Elliott and Dickinson, of the Massachusetts delegation. At that meeting Mr. Washburn showed to them the utter futility of attempting legislation through the whig and democratic parties, and advocated the organization of a new party with a declaration of principles along the lines afterward followed by the republican party. His earnest appeal bore fruit, and then and there the new party was launched. When the question of a name for the new political organization came up there was some difference of opinion, but, in the language of the biographer of Mr. Washburn, he said: 'The name "republican" is the most proper and suggestive name and the least objectionable that could be adopted. It is a name to conjure with, honorable in its antecedents and history, and under it people ever so much divided in their political views on other and minor questions could unite on a footing of perfect equality and with no implied surrender of principles or convictions.' The idea was received with enthusiasm by every member present except one, who was not yet prepared to give up the long cherished name of whig."

PENSION COMMISSIONER WARE SAYS that on July 31, 1902, there were 4,001,497 names on the pension rolls, and that the amounts paid to veterans and to widows and minor children of veterans amounted approximately to \$142,000,000. Mr. Ware says that the figures prepared for the twelve months ending July 31, 1903, show that since July 31 of last year the army of pensioners has decreased in numbers to 991,836. The disbursements have been reduced to \$136,392,181. During the year 40,907 pensioners were dropped from the rolls for various reasons, this including those whose names were removed on account of death. Pennsylvania has the largest number of pensioners, 104,164 citizens of that state being on the rolls and drawing during the last year \$13,330,201.

IN POLITICAL CIRCLES IN THE NATIONAL capital, unusual interest attaches to the removal of the postmaster, Miss Huldah L. Todd, who has for years had charge of the postoffice at Greenwood, Del. Senator Allee, who is understood to be the representative of the Addicks forces, demanded Miss Todd's removal and Postmaster General Payne called for her resignation on the ground that she was "particularly and personally obnoxious" to Senator Allee. The friends of Miss Todd do not intend to tamely submit and they say that they intend to bring the case to Mr. Roosevelt's personal attention. Miss Todd's enemies, however, declare that this appeal will be of no avail and so the politicians are wondering whether the removal of this postmaster at Greenwood has been made the basis for an agreement whereby Mr. Addicks will use his influence to give the Delaware vote to Mr. Roosevelt in the republican national convention.

PANAMA IS ON THE VERGE OF SECESSION from Colombia and the Washington correspondent for the Chicago Record-Herald says that agents of the revolutionists have approached the United States government with a request for assistance and have been refused an audience. At the same time the authorities at Washington do not appear to look with great disfavor upon Panama's secession. In fact, the Washington correspondent for the Record-Herald says that the authorities are expecting to hear almost any time that Panama has set up as an independent state. If the Panama nation should be established, it would embrace nearly the whole of the Colombian part of the isthmus, extending to the Costa Rican boundary on the west, a distance of about 225 miles, with about the same distance to

the east, making a new state about 450 miles long. The Record-Herald correspondent says that "on account of the vast marshes and almost impassable trails to the southeast, the Colombian forces could reach the isthmus only by water, and the Colombian navy, such as it is, is said to be ripe for revolt and more likely to turn its guns upon the government than upon the rebels."

IT IS ADMITTED THAT IF PANAMA SEcedes, the United States will be placed in a most delicate position. The Washington correspondent for the Chicago Record-Herald tells us, however, that the policy of this government will be a "correct one" under international law and that "it will recognize any de facto government as soon as it is convinced that the government has more than a mere evanescent existence and represents the people of the region involved. The United States will not show unseemly haste in recognizing the new government and will be guided by developments as if the canal were not one of the issues involved. But if the isthmians can maintain themselves for a reasonable time recognition by the United States is inevitable. Under the treaty of 1846 the United States is bound not only to keep open all transisthmian lines of communication, but to preserve the sovereignty of Colombia upon the isthmus. This latter obligation will be construed as relating only to attempted subversion of Colombia's sovereignty by a foreign foe. It will not be held to require the United States to suppress 'the God-given right of revolution' which is so dear to the Latin-American heart. If rebellion breaks out at Panama the United States will dispatch war ships to the scene and will protect the Panama railroad according to the treaty requirements. American gun boats and marines once there, it will be a long time before they come away."

WASHINGTON DISPATCHES REPORT that the senate sub-committee on territories has recently returned from a trip to Alaska, is in favor of giving Alaska a delegate to congress. It is said that the committee will oppose the plan of granting Alaska a territorial form of government.

IT IS CLAIMED THAT SINCE 1900 THE INcrease in the cost for carrying the mail on what is styled the "star route service" has been growing at a tremendous rate and that under this policy millions of dollars have been wasted by the government. The Washington correspondent for the St. Louis Post-Dispatch says that "nearly \$7,000,000 is being paid out in excess of all former rates of pay for such service notwithstanding the rural free delivery which ought to have lessened the cost." This correspondent explains that "up to July, 1901, bidding for mail service had been open to all persons in every section of the United States and the large savings that have been made have resulted from the system of competition. W. S. Shallenberger, second assistant postmaster general, was led by George F. Stone, chief clerk, to issue an order on February 13, 1900, that, hereafter, no proposal for carrying the mails on 'star routes' would be considered unless the person making the proposal resided at some place satisfactory to the second assistant postmaster general. The idea was that the bidder should reside in the district of his contract. Consequently competition became no longer possible, and the system that had prevailed from the organization of the department was abolished. From that, the increase in cost began."

DURING THE YEAR 1897, THE ANNUAL expenditures in the New England section for "star route service" was \$1,105,033.51. Under the new order abolishing competition, this was increased in 1901 by \$433,241.50 per year. The Washington correspondent for the Post-Dispatch says that "in 1902 in the western section the cost was raised \$947,059 per annum, and the estimated increase in the middle states is at the rate of \$150,000 per month. To this must be added the gains to the 'star' service by the discontinuance of the rural delivery, which amounted in 1901 and 1902 to \$396,098. Here is shown an increase on the expenditures for 'star' service from July 1, 1901, to June 30, 1907, of \$6,341,200, which must still be increased in like proportions in the sections not yet let. To the above increase of 'star' service must be added the constantly increasing cost of rural free delivery, which is growing into colossal figures. The appropriation called for is now \$12,000,000 per annum, and the major portion of this will consist of discontinued 'star' routes."

THE MANAGERS OF THE ANTHRACITE roads, otherwise known as the coal barons, have refused to furnish to the census office sta-

tistics of their operations. The law provides a penalty of \$10,000 and one year's imprisonment for the officials of any corporation who fail to furnish the statistics demanded by the government. The coal barons say that there are important defects in the law and that they have prepared to test it in the federal courts. A Washington dispatch says: "It is believed, too, that the anthracite companies are taking advantage of a technical error in an amendment passed in 1902 to the original census law, in which it is provided that the reports on mining must be completed and published by July 1, 1903. Conservative government officials here view the situation with the greatest concern, and admit frankly that the legality of the provisions of the census act and the efficacy of the act creating the corporation bureau of the department of commerce and labor will be finally decided if the matter ever reaches an issue in the courts."

AMONG THE MANY OTHER WONDERFUL and valuable properties of the newly discovered substance known as radium may be counted that which was made known recently in New York when it was discovered that the substance lends a wonderful glow and brilliancy to diamonds. The New York correspondent for the Chicago Chronicle says: "A quantity of radium of the activity of 300,000, the first of its kind seen here, will be placed on exhibition at the American Museum of Natural History. This radium, with some of 700,000 activity, has been used in connection with the Roentgen and ultra-violet rays, in an investigation of the interesting properties developed in many substances, including the Bement-Morgan collection of over 13,000 specimens and the Morgan-Tiffany collection of gems, several thousand in number, and some thousands of other diamonds and other gems and minerals. Certain diamonds, it was found, exhibit and retain a wonderful phosphorescence when exposed to the radium rays, the glow of some small diamonds being clearly visible through six layers of paper. The new gem, kunzite, is one of the most phosphorescent of all the substances examined, the entire gem assuming under the radium ray a rich orange-red glow."

THE COLLAPSE OF THE FAMOUS RUIN OF the castle of Rheinfels at St. Goar on the Rhine is reported under date of August 1 by the Berlin correspondent for the Public Ledger. The Berlin correspondent says: "The castle of Rheinfels, rising 375 feet above the Rhine at the back of the little town of St. Goar, was regarded as one of the most imposing ruins on the river. The castle was built by Count Diether III. of Katzenelnbogen, who died in 1276, and a new Rhine toll was established there. In 1692 it was bravely and successfully defended by the Hessian general, Von Goertz, against the French general, Count Tullard, with an army of 24,000 men. In 1758 the castle was surprised and taken by the French, who kept a garrison in it till 1763. Thirty years later, when it was in the hands of a Hessian general, it was basely deserted by him and fell into the possession of the French revolutionary army. In 1797 it was blown up, and in 1812 the ruin was sold for \$500. The ruin was bought in 1843 by Prince William of Prussia, afterward German emperor."

THAT SOME OF THE RAILROAD LINES earn twice or thrice the dividends they pay but put the surplus earnings into "betterment," is a fact pointed out by the New York World and this plan is referred to as "the conservative policy quite opposite to that followed by England where extravagant dividends have been paid and improvements made by new capital until it is difficult to pay dividends at all." The World writer adds: "The total capital of British railways is \$283,000 per mile; of American roads \$60,000 per mile. Since 1896 the dividends of the principal British roads have decreased; on American roads they have increased. Our engines are comparatively few—because they are the most powerful known. Though but 41,228 in number they haul in a year 649,878,505 passengers and 111,689,347 tons of freight. For every passenger car there are forty freight cars. We are a stay-at-home people. Instead of traveling we send goods. In one respect our railways are shamefully inferior. There were 345 passengers killed last year in this country, none in Great Britain, though the usual number of employes were killed or injured there. Here one employe out of every twenty-four is injured within the year. However, as the average passenger must travel the equivalent of 2,300 times the circumference of the earth before he gets killed, railway journeys are not to be classified as 'extra-hazardous.'"