

result, and he, therefore, concluded to retire. The house immediately seated his opponent.

REFERRING TO THE SHAFROTH INCIDENT the Detroit Tribune says. "There have been hundreds of cases in which sitting members have known that their success was due to similar activities on the part of their supporters or have become aware of it through revelations before the elections committee, but Mr. Shafroth's frank confession is believed to be the first instance in which the beneficiary of such chicanery has frankly acknowledged himself convinced and declined to attempt to retain his hold on an office thus obtained. The possible suspicion that he made a virtue of necessity is discounted by the declaration of the chairman of the committee that the evidence showed that the frauds were in no way chargeable to the man in behalf of whose candidacy they were perpetrated." The Tribune concludes: "Mr. Shafroth's conduct in this matter added to an excellent record of service ought to be sufficient to insure his ultimate return, but whether it does or not, he will go down in history as one of the few parties to a contested election case who had no desire to hold an office to which he was not fairly elected. This is an almost unique distinction."

THE ANTI-TOXIN TRUST IS RECEIVING considerable attention these days. The Massachusetts state board of health is doing good work in aiding the physicians of the country in their battle against this combination. An interesting article on the subject is contributed by a writer for the Boston Transcript. This writer says: "When the state board of health began to manufacture anti-toxin, eight or nine years ago, it placed on the market for free distribution an article which was greatly in demand, and on which it has saved the people of Massachusetts large sums of money. This money-saving element of the enterprise, though always apparent to the officials, has not before received so much consideration as it does at the present time. What brings it to the front today is the consolidation of anti-toxin manufacturers, who control the market and desire to raise the prices, which hits the city of Chicago so hard that the health commissioners this year have done all in their power to obtain the drug without patronizing the combination. That city is even contemplating the establishment of a municipal plant for the manufacture of anti-toxin, after hearing of the experience Massachusetts has had with this proposition."

AMERICAN NAVAL OFFICERS ARE given credit for the efficiency of the Japanese navy by Lieutenant Henry E. Rhodes, now on duty at the Brooklyn navy yard. Lieutenant Rhodes was officially identified with the navy of Japan as early as 1868, and in an interview with a representative of the New York Tribune, the lieutenant said that the Japanese navy really began with the purchase of the armor clad Stonewall Jackson (later named the Adzuma) from the United States government, in 1866, although the construction of the naval dockyard at Yokoska was commenced in 1865, under the supervision of a French engineer. This was not completed till 1879. It cost nearly \$2,500,000. The Stonewall Jackson was built in France, under a contract with the Danish government, and was to be known as the Sphynx, but as this was about the time of the closing of the Schleswig-Holstein war, and there was delay in the completion of the vessel, Denmark became lukewarm in carrying out the terms of the purchase, and the boat passed into the possession of the confederates. She put to sea soon afterward, but owing to some derangement of the steering machinery she ran into Ferrol, Spain, for repairs, in February, 1865, where were lying the American war vessels N'agara and Sacramento. The commander of the American vessels allowed the Stonewall to escape, and she went to Lisbon, and thence across the Atlantic to Havana. Here she lay until after the close of the civil war and was then given up by Spain to the United States. Later the Stonewall was sold to Japan, and she was sent over there by the United States, under command of Captain (now rear admiral) George Brown, and delivered at Yokohama in the latter part of the spring of 1868.

AT THE TIME REFERRED TO LIEUTENANT Rhodes was an officer in the Asiatic squadron, and his ship had been for months at Hiogo and Osaka, where had been the greatest activity in connection with the revolution resulting from the overthrow of the Tycoonate, in which Lieutenant Rhodes and several other officers in command of armed squads of sailors took part in defending the

American legation and other American interests at Hiogo, following an assault by Prince Bozen's forces upon an assembly of foreign sailors, who were quietly observing him and his retinue pass through the town. Lieutenant Rhodes says: "Another of our officers was H. Walton Grinnell, a lieutenant in the volunteer navy, and a nephew, I believe, of Moses Grinnell. In March, 1868, Grinnell was commissioned an ensign in the regular service, but his commission did not reach him till late in May. He then declined to accept it, and asked for an honorable discharge, that he might accept an offer of the Japanese government of a commission as admiral at a salary of 42,000 itzaboos (about \$14,000 United States money) a year. His request was granted, and he accepted the appointment of Japan and remained for about three years."

CONTINUING HIS INTERESTING NARRATIVE, Lieutenant Rhodes says: "At the same time the American consul at Hiogo, a German, whose name has passed from me was appointed chief constructor, and to me was offered the appointment of chief engineer. For specific reasons I declined the office, but did offer to accept service temporarily, and for two or three months I gave a group of young Japanese engineer aspirants such instruction as my time would permit in marine engineering, and gave demonstrations on the Stonewall, explaining to them the mechanism of the engineer's department and the operation of boilers, engines, etc., on a warship, and the use of tools. I cannot claim to have done very much in this small way toward creating the navy of Japan, but Grinnell and the Hiogo ex-consul gave most valuable services. They deserve the most credit for their work in Japan and in other countries, taking with them a number of bright young Japanese to study construction, armament and navigation and the general operation of a warship. It may be said, therefore, that the Japanese navy had its beginning in 1866; and under American instructors, and they have gone on steadily increasing their armored fleet, in addition to building up an unarmored fleet, all armed with the best rifled guns. The first armored ship constructed for Japan was built on the Thames and was launched in 1877, about six years before our new navy was begun. She was the Foo-So, and had a displacement of 3,718 tons. About the same time contracts were made in England for the two composite armor-belted corvettes, the Kon-Go and the Hi-Yei. Then in 1885 the Nanfwa and the Takachiho, built by the Armstrongs in England, were launched. They were protected cruisers of 3,700 tons displacement and 18 knots speed, and were conspicuous in the Japan-China war."

ACCORDING TO THIS AMERICAN NAVAL officer, Japan is now seventh in the list of naval power with six battleships, three coast defense vessels, eight armored cruisers, fifteen protected cruisers and eleven small cruisers and gunboats, with a total tonnage of 237,899 tons. In addition there are ninety-three torpedo boat destroyers and torpedo boats. The battleship Mikasa, completed in 1902, is the largest battleship in commission in the world, having a displacement of 15,200 tons, and a speed of 18½ knots. Japan's dockyards are credited with equipment equal to any in the world for construction and repairs. In 1902 Japan's diet passed a bill providing for the establishment of a steel foundry at the Kura arsenal for the manufacture of armor plate. Lieutenant Rhodes concludes: "We are inclined often to speak of the rapid advance of modern Japan, but the development of the military and naval forces of the empire has hardly been appreciated by foreigners. Aspiring to play an important part in the politics of eastern Asia, she has spared no effort and shrunk from no sacrifice to place herself in the matter of armed equipment on a level with her possible competitors. The Japanese are born sailors, and a country with so extensive and vulnerable a seaboard could in no case afford to neglect its maritime commerce. The administration of her naval department has been the subject of acrimonious party conflict at times, but there has been no disagreement on the broad imperial policy of a largely increased naval outlay. A shipbuilding program was agreed on a few months ago to begin this year the construction of four battleships of 15,000 tons each, two armored cruisers, of 9,900 tons each, four second class 5,000 ton cruisers, fifteen torpedo boat destroyers and fifty torpedo boats."

BUTTERFLY OR A DONKEY MAY FLUTTER in a spider web so far as the Korean language is concerned, according to a writer in

the Boston Transcript. This writer says: "A capital story has been told by an American missionary who has just arrived in London from Korea. The difficulty of learning the language of that country is increased enormously owing to the large number of words which, with a slight inflection of the voice, are used over and over again with an entirely different meaning. The missionary in question was preaching to some natives and assuring them that unless they repented they would go to a place of punishment. Amazement rather than terror was written on the faces of his Oriental listeners. Why on earth, if they rejected his advice and refused to repent, should they be dispatched—to the local post-office! On another occasion a lecture was delivered, in the course of which a beautiful moral was being drawn from the gay career of the tiny butterfly which was suddenly cut short in the clutches of the spider. The simile, however, fell somewhat short of its intended meaning, and it was not until the laughter had subsided that the lecturer became aware that the victim which had been floundering amid the dainty silken threads of the web was a donkey, which in the Korean language, it appears, is synonymous with butterfly."

THE STATE OF NEW JERSEY IS REGARDED as being first in the United States in silk production. The Trenton correspondent for the New York Times says: "Winton C. Garrison, chief of the state bureau of labor and industries, has issued a bulletin stating that the selling value of the silk produced in New Jersey in 1903 was \$47,849,192, and that silk manufacture is the state's principal industry. The aggregate capital invested in all the New Jersey silk mills is \$24,872,624. The value of the material used in manufacture was \$27,819,826. The principal item of stock was 5,087,192 pounds of raw silk, valued at \$21,380,045. Including the dye houses and throwing mills there are 165 establishments in the silk industry in the state—84 owned by private parties and 81 operated by corporations. The number of partners in the private concerns are 147, while 451 stockholders own the corporations. The average number of employes was 14,368 males and 12,022 females. The total of wages paid was \$11,089,184, and the average annual earnings \$410.86. Strikes and other causes reduced the total of working days to 285, or 21 less than full time."

DIAMONDS ARE 60 PER CENT HIGHER than they were in 1899 and fully 25 per cent more than they were eighteen months ago. A writer in the Philadelphia Public Ledger says: "The rise in the price has been universally put down to the Boer war; but though this has helped to run up the cost, it is by no means the only cause of the increased value of the most beautiful of all gems. The fact is, that the great Kimberley mines, which are now practically the only source of the world's diamond supply, have been worked to such a depth that the cost of raising the blue clay in which the diamonds are found is much greater than it used to be. Not only is the cost of working greater, but the stones are more widely scattered, and they are of inferior quality. It seems probable that in a few years' time the best of the blue clay will be exhausted. Diamonds are found in Australia and Brazil. But though some of these are very fine stones, they are too hard to cut profitably. At present a good quality diamond of one karat is worth \$55 before cutting. The price must go to \$75 before it will pay to cut Brazilian and Australian stones. The Indian diamond fields are practically worked out, and no other deposits of diamonds are known at present."

IN THE FIFTY-SIXTH CONGRESS A BILL was introduced and passed appropriating \$1,800,000 for a building for the use of disabled soldiers at Johnson City, Tenn. The home is to be known as "The Mountain Branch Soldiers' Home." A writer in Leslie's Weekly, describing this home, says: "The accommodations of the new home when completed will be for 3,500 inmates. A limited number has been admitted since October 15, 1903, owing to the extreme demand, and as the work advances more will be cared for. The total cost of the home complete will be \$3,000,000, and it will comprise many buildings, among which are eight barracks, mess hall, hospital group of four ward buildings and surgeons' quarters, administration building, power house, laundry, store, five buildings for officers and nurses' quarters, national board hall, chapel, three lodges, several stables, conservatory and opera house, band stand, and morgue. Mr. Carnegie has presented to the home \$25,000 for a library. This is the only donation of the kind he has ever made free from restrictions."