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**WHERE WE COULD LEARN.**

There is very much the American could learn in England and from England, if he would—and be the gainer by it, as railway statistics show, says the Commercial Tribune. During the twelve months ending December 31, 1903, England carried, on her 22,890 miles of railways, many more passengers than were carried on the 203,890 miles of railways in the United States. Yet on English railways only one passenger out of each 47,000,000 carried was killed, and one injured out of each 1,540,745, while in the United States one passenger was killed for each 3,963,678 carried, and one injured in each 146,788, the figures at home being for the twelve months ending June 30, 1903.

England got through the year with 235 collisions and derailments, while in the United States there were 10,643. It does not follow, by any means, as the Philadelphia Ledger insists, that the American is criminally reckless and wholly indifferent to duty. More probably it indicates the necessity for haste in the United States, and the willingness of the American "to take chances." Whatever the reason for the great disparity in the English and American figures and casualties, it is time for the American to take more care, and for the American railway employe to shunt his willingness to take chances from him and to refuse to allow his passengers to take the chances they are, too often, too willing to take.

In safety appliances the American is as amply supplied as his English cousin. In roadbeds he is behind the Englishman and in the practice of fencing his railways he is not in it with John Bull. Of course, it is not true that there is greater safety on English lines because they are so short that the superintendent can see from one end to the other; but the English railway employe is held to a stricter legal accountability than he is held in the United States, and there is not the forgetfulness of disasters in England that obtains in America, where the cost of transportation by rail or river is heavy in the matter of life and limb.

In due time there will come changes, and safety will be largely increased in the United States; but there is no reason why the change should not be brought about at once. The figures of English and American railway statistics are not comforting.

**JAPAN'S SPLENDID SEA FIGHTERS.**

The official reports of the latest naval engagements between the Japanese and the Russians, in which the latter had one battleship sunk and another battleship and an armored cruiser disabled, but increases the respect which must be accorded the Japanese navy, says the Post-Intelligencer. The victory, it is true, was made possible through the weakness and ineptitude manifested by the Russian admiral, whose course is without any adequate explanation. But the results could not have been accomplished, at the same expenditure, had it not been for the splendid audacity of the Japanese torpedo flotilla, which has scored another long mark to its credit.

It appears by the official report of Admiral Togo that after the Russian fleet, with the utmost difficulty, had made its way out of the inner harbor, an evolution requiring many hours, owing to the obstructed and dangerous condition of the channel, the Japanese tried in vain to lure the Russians out from under the protection of the forts in order to engage them in the open sea. Failing in this, eight successive attacks were made upon the Russians by flotillas of torpedo-boat destroyers, with the final result of sinking one splendid battleship and crippling other fighting ships of the fleet. The almost incredible feature of it is that in these eight successive attacks, the Japanese torpedo destroyers received but a very small amount of injury, which certainly goes to show that Russian naval gunnery is not improving.

Whatever object the Russian admiral may have had in bringing out his fleet, it certainly was not accomplished. All he did was to secure the further

crippling of his force, save that he demonstrated, for the information of the Japanese, that the battleships crippled in previous torpedo-boat attacks have been repaired sufficiently, at least, to enable them to keep afloat, for they appeared in his line of battle. It has also been shown that the channel between the inner and outer harbors at Port Arthur, which the Japanese have tried so desperately to close, is still open, although it is difficult and dangerous to take vessels through it.

Admiral Togo has demonstrated anew that he is one of the greatest naval commanders of the world.

**AMERICAN MONEY SENT ABROAD.**

Basing its conclusions on the statement of the American consul, Mr. McGinley, who is stationed in the Greek capital, that Greek aliens in this country, numbering 20,000, send back to Greece annually the sum of \$2,000,000, or not far from that amount, the Press estimates that the other 12,000,000 or 13,000,000 of aliens send more than \$120,000,000 a year, or, in ten years, the sum of \$1,200,000,000 in American gold. The Italians notoriously follow this practice, and the Scandinavians also, to a large extent. Its argument is that a less prosperous country would have been seriously injured by such a drain. We know that in earlier days the then predominating class of immigrants, namely, the Irish, also sent money home, but wages were not then as high nor money as plenty, though conditions in both cases were better here than there, and the savings were usually sent to assist some relative to reach the fortunate land, where, as a rule, they settled and "grew up with the country." The Greeks and the Italians do not seem to do this to as large an extent, nor is it certain it is desirable they should. They are of alien race as well as alien language, and have peculiar ideas about what constitutes a free country; as a rule, they look upon it as a sponge to be squeezed, and certainly this great monetary drain must at some time be felt. We are indeed paying high for our liberal immigration policy. What are we going to do about it?

More secure from intrusion of the spoiler than were the pyramids, the tombs of Egypt's ancient kings, is the last resting place of an American "sovereign," the late Levi Z. Leiter, merchant prince of Chicago. Mindful, no doubt, of the outrage by ghoulish blackmailers perpetrated on the tomb of Alexander T. Stewart, Mrs. Leiter has taken the extraordinary precaution of having the casket containing her husband's body enclosed in a sunken solid mass of masonry and steel, the girders of the boxlike structure alone weighing five tons. With some people there would be apprehensions that the "last trump" could not be heard through such a wall, but the gruesome grave robber is a more immediate and tangible consideration.

One of the results of the independence of the district of Panama and its erection into an autonomous government is the stimulation of her people to home industries. For instance, hereafter when a man buys a Panama hat he'll know it was made on the isthmus; at least there'll be an even chance of it, whereas now they are made in any old place. Let the little republic swing her hat for all she is worth. We hear her shouting.

Shade trees in the streets of American cities and towns are in most places too few and far between. None of those in good condition which are ornamental to the thoroughfares should be neglected. In fact, all of them should be protected with sedulous care. In too many instances they do not receive diligent fostering, and horses kill no small number of them by biting away the bark.

Dr. Dowie returns home and scolds the newspapers the first thing; and yet, without the attention which the newspapers have given him Dr. Dowie might now be peddling shoestrings on a street corner or selling hair restorative on commission direct to the consumer.

A government food expert has discovered that after people eat a good deal of poisonous food they get so they don't like it; and doubtless he could find that many folks live to a green old age by not worrying all the time over what they eat.

It is pointed out that the Japanese soldier has not so good feet as the Russian, but his superiority at the other end remains unchallenged.

The stock-raiser in the west and the consumer in the east are alike wondering what on earth is the matter with the price of beef.

Secretary Hay seems to have no doubt that whatever the South American countries may think about it, as Americans we are it.

Some men do not go to church for the same reason that so many clergymen indulge in a summer vacation.

**BUSY MAKING SMALL COINS.**

Coinage of Cents and Nickels Take Up Time of Government Mint.

Director of the Mint Roberts, who was in Portland for a short time last week, said, when questioned as to the conduct of the government mint:

"No, there will be no more new silver dollar pieces turned out of the government's money plant unless by some chance a 16-to-1 congress should be elected, for the supply of silver bullion purchased under the Sherman act is exhausted."

From July 14, 1890, when the Sherman law went into effect, until it was repealed in 1893, the government bought 155,000,000 ounces of silver. This has gradually been worked up into dollars until the present time, when such coinage has ceased, in all probability never to be resumed. Mr. Roberts continued:

"Our records show a remarkable increase in the gold production of the world during the past decade. For the year 1890 the output of the world's gold mines amounted to \$120,000,000, in 1893 it was \$125,000,000, in 1903 between \$325,000,000 and \$330,000,000, our figures are not complete, and for 1904 it will, in all likelihood, be \$350,000,000. The annual gold output of the world has nearly trebled in ten years. That's why there is no "silver question."

"Most people think the mints are busy coining gold. They are mistaken. The bulk of the work we do is in the making of copper cent pieces and nickels. The profits derived from the coinage of these two coins last year amounted to almost \$2,000,000, which paid all the operating expenses. We buy a pound of copper for 15 cents and make 144 cent pieces out of it. Nickel costs 40 cents a pound, and a pound makes over \$4 worth of nickels, so you see what a nice profit there is in the business.

"Formerly very few pennies were in circulation on the Pacific coast or in the Rocky Mountain country, but now they are used everywhere, and the demand is increasing.

"Don't get the impression, however, that we are going out of the gold-coin business. For the fiscal year, ending today, our coinage of gold will reach \$200,000,000, the largest in the history of the country, and the largest gold mintage ever turned out by any country in the world in one year."

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If you will write the undersigned, stating what information you desire the same will be promptly furnished. If we do not have it on hand, will secure it for you if possible, and without any expense to you. Address  
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