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“THEY sailed for the land of pygmies and found a race of men.” This is the only explanation. With weak, badly equipped ships, inferior explosives cavalry lieutenants on the decks instead of naval officers, no system of communication and no information service worthy of the name, the Russian armada went into battle with the Czar’s commission signaled from Rozhstvenski’s flagship: “We must have not only a triumphant entry into Vladivostok, but must sink part of the Japanese fleet on the way.” They believed they could destroy Admiral Togo. The Russian gunners maintained a much higher rate of fire than the Japanese, but the projectiles nearly always flew high or buried themselves in the sea, showing lack of experience in rough water firing. The Japanese fleet suffered very slightly. Three of Togo’s torpedo boats were sunk and about eight hundred lives lost, according to Admiral Togo’s report. The battleship Asahi was the most frequently hit, but the Mikasa, Togo’s flagship, lost the most—63 in killed and wounded. Additional losses to the Japanese navy, now made known for the first time, since there is no further reason for secrecy, are: the battleship Yashima, sunk by a mine before Port Arthur, May 15, 1904; the protected cruiser Takasago, sunk December, 1904; the torpedo boat destroyers Akatsuki and Isayatori, sunk in May and September, 1904 respectively; and the gunboats Oshima and Atago, sunk in May and November, 1904, before Port Arthur. By this battle the Island Empire attains the rank of sixth naval power and Russia becomes seventh. Despite her losses in battle Japan, by capture from Russia, has increased her war tonnage from 220,000 to 250,000. It is reported that several of the Russian Port Arthur fleet have

been raised by the Japanese and refitted for service. Besides, there are the Russian ships interned in Chinese ports and at Manila. These Japan no doubt claims at the end of the war.

MR. JAMES DALRYMPLE, manager of the municipally owned street railway lines of Glasgow, who visited Chicago last month at the invitation of Mayor Dunne, pointed out important differences between traffic conditions in the two cities. In Glasgow the population is congested within short distances of the city’s centre, thus making feasible the system of graded fares. In Chicago, on the other hand, long rides, with transfer privileges, are demanded. While it appears that Glasgow gives short rides for one and two cents and carries so many passengers at these low rates that the business is conducted at a profit, it is not very clear that such a system could be made to pay in Chicago. Another suggestion from Glasgow’s experience that had an element of novelty even to the advocates of municipal operation related to the powers of the manager, which are quite as autocratic as is the case in private ownership. The manager is made responsible for the successful running of the road and is given unlimited authority in the selection and discharging of employees. Political interference is unknown in Glasgow, but on the other hand, tenure of employment is never assured. How can the ordinary civil service regulations of a city like Chicago be adapted to a street railway service? is one of the questions that is now confronting Mayor Dunne and the party in Chicago which favors the immediate acquisition of the Adams Street system.

MR. DOUGLAS SLADEN, in his recently published “Queer Things About Japan,” says:—

A Japanese house is the simplest thing in the world. It consists of a post at each corner and a roof. One may say it is on one floor. And in the daytime it is one room if it is a small house. The number of rooms in it depends on the number of