

FIRST ENVOY TO JAPAN

In 1832 Edmund Roberts Effected the First Overtures BORN IN NEW HAMPSHIRE

At Thirteen Received a Midshipman's Warrant in the United States Navy—He Opened the Way to Achievement in Trade and Diplomacy.

To the mouth of the Piscataqua river, in A.D. 1603, where Portsmouth now stands, came Capt. Martin Pring, making surveys of the New Hampshire coast.

In later years Pring, commanding the ship James Royal, of 1,000 tons, sailed to Japan. Pring, on his return from Japan in 1620, raised a fund of over £70 for "The East India School," to be established in Virginia.

In July, 1905, 302 years after Pring, in the steamer Minnesota, Baron Komura, peace envoy of the Mikado, sent to treat with the Czar's Ministers, moved down Yocco Bay. Some miles below Mississippi Bay, off Goldsborough Inlet, he passed under the shadow of Will Adams' tomb to come to Portsmouth, N. H., the site first visited by Pring, and whence, in 1832, the first accredited American envoy to Japan, Capt. Edmund Roberts, sailed, with President Andrew Jackson's authority, to conclude a treaty of peace and commerce with Komura's country.

The rise of the American commerce in Asia is from many points of view highly romantic. It was not the work of the Government, but sprang from individual initiative. Gradually from our ports brave traders sailed forth in their sailing vessels, until in time there was developed the superb and matchless American clipper ship. Yet this commercial success was won in the teeth of frightful discouragements. Chinese and Malay pirates were as persistently busy as hungry mosquitos. Even under settled Governments in Siam, for example, native creditors had power over the life as well as the property of American debtors. Our sailors were treated with barbarity, for who was there to protect or punish their oppressors?

All this was seen by a young man born in Portsmouth, N. H., who to unique opportunity joined daring and ability. Edmund Roberts, descendant of a line of officers in the British Navy, was born in Portsmouth, June 29, 1784. At thirteen through his Congressman, he received a Midshipman's warrant in the United States Navy, but obeyed the wish of his mother. While she lived he remained at home, until 1800.

Incredible as it may seem, no American man-of-war had yet sailed into the seas beyond Africa. From the Cape of Good Hope even to Yezo and Sakhalen the state of our unprotected commerce was painfully impressed upon his attention. In Java, Sumatra, the Philippine Islands, not a few of our sailors were rotting in prisons, were enslaved among savage tribes, pined as castaways on Japanese shores, or were treated with scant respect by Asiatic rulers, whether petty or grand.

On his return, Roberts interested his personal friend, Levi Woodbury, then United States Senator from the Granite State, afterward Jackson's Secretary of the Navy, in his larger plans. The result was that Roberts was appointed special envoy for the purpose of effecting treaties which should put our commerce on an equality enjoyed by other more-favored nations. Leaving Boston in March, 1832, Roberts, after visiting Montevideo, made a favorable treaty with the Sultan of Muscat, September 21, 1833, providing for United States Consuls, the proper treatment of Americans, and for our equality with the most-favored nations.

Reaching home by taking the United States ship Lexington from Rio Janeiro, after two years' absence, Roberts remained with his family a few months and went out again in the Peacock to ratify the old treaties, make new ones, and above all to gain access, as he often hopefully declared, to the closed ports of the hermit nation, Japan. Unfortunately, in China his hopeful career was closed.

Roberts discovered also that it was against the Portuguese grain to return properly our men-of-war's salutes, that is, gun for gun. How could a republic be equal to a monarchy or a President deserve the honor given to a King? At Porto Praya there was some anxiety after the American's honor guns had thundered. But why? Because Lieutenant Matthew C. Perry, in that part of the world and away back in 1819, would not take the one gun less allowed by Portuguese to republican Governments, and the United States steamship Cyane went in contemptuous silence out of the harbor. The same officer as treaty maker in Japan thirty-four years later would abate not one jot of etiquette, and never even appeared until two daimios of high rank appeared. "The United States acknowledged no nation as entitled to greater respect than itself," said Perry in 1819 and always. Much the same attitude was justly assumed by Lieutenant Glynn, sent by Captain Geisinger in 1849 to Nagasaki to demand the release of Americans held as prisoners.

William Elliot Griffis.

JAPAN'S ABLE STATESMAN.

Began his Diplomatic Career in this Country in 1879.

Kogoro Takahira, Japanese Minister to the United States is a remarkably vigorous looking specimen of his race. He is not tall, but his breadth of shoulder is unusual and his muscular development is a tribute to the wonders of Jiu-Jitsu.

Once or twice during his term as Japanese Minister at Washington he has succumbed to the strain of diplomatic life. But his physical vigor would not be likely to succumb to anything less than the rigors of a social campaign.

Mr. Takahira held his first diplomatic post of any importance in 1879 in this country. Three years before that time he had begun his career with a series of brief stays in China, Holland, Italy and Korea.

He became then an attaché of the legation at Washington, and for four years he remained here, learning the language thoroughly. His slowness in speaking our tongue now is not the result of indifferent knowledge, but of his own deliberation and carefulness of thought.

After his first stay here his Government made him charge d'affaires in Korea, consul-general at Shanghai, later at New York, then Minister to Holland, Italy and Austria.

Mr. Takahira has been accused of excessive stolidity, but that is considered by those who know him well to be the result of his extremely studious character. His tastes are naturally those of a scholar.

He is regarded as an authority on Chinese philosophy and is acquainted with the literature of the countries he has visited, as well as their language. He has the unemotional manner of all his countrymen, but



KOGORO TAKAHIRA

speaks with great animation and feeling on the subject of the war between Russia and Japan.

The Japanese Minister two years ago came to New York from Washington to be operated on for appendicitis. On his return to Washington he was taken ill, as the period of his rest had been too short.

With the exception of another brief period of retirement Mr. Takahira has stuck to his post steadily. His other brief period of absence began about a year ago when the pain caused by a wound received in Japan during his youth compelled him to take a rest.

Norway's Marine Earnings.

The earnings of the Norwegian merchant marine, especially of vessels engaged in the carrying trade between foreign ports, constitute a large portion of the national revenue. Norway's merchant marine is fourth in size among the merchant marines of the world, being exceeded only by those of the United Kingdom, the United States and Germany. Its total tonnage is nearly 1,500,000 tons, as against 625,000 tons for Sweden. Its total earnings in 1902 were \$29,700,000, as against \$13,400,000 earned by Swedish merchantmen, while the amounts earned by Norwegian vessels in carrying freight between foreign ports only, was \$22,375,000, as against \$3,644,000 earned by Swedish vessels for similar services.—Harper's Weekly.

Tattooed Women.

There are two sorts of tattooing in use among the women of the Congo. One is common to all the members of the same tribe, and indicates the origin and birthplace of the subject. It is an infallible and perpetual certificate of birth and nationality. The other sort of tattooing is simply fantasy and coquetry. But among certain tribes there is a third kind. The women record upon their bodies the epochs of their existence. A horizontal line marks marriage, oblique lines the birth of children, a vertical line weaving, another line change of residence. Thus the autobiography of the woman is written upon her person, and regarded with pride if it is full of events.—Exchange.

Berlin's Forest School.

Berlin's educational and medical authorities have organized a wonderful forest school for city children from the crowded districts of Berlin. In a wide clearing in the forest 150 children pursue the ordinary routine of school, varied by nature study at first hand. The hours of work are short and fresh air and exercise are given supreme importance. The children cook their own dinner at a campfire and the desks and seats and shelter sheds are made from timber felled from the clearing. At 1 o'clock the children take an hour's sleep, for which each is provided with a blanket and a steamer chair.

Some actors study to uplift their profession and some others study the art of getting to the next town.

Records are brittle things. You can't lower one without breaking it.

CZAR'S GREAT DIPLOMAT

M. Witte's Remarkable Rise From Clerk to Premier OF GERMAN PARENTAGE

Success Attributed to His Initiative in Turkish-Russian War—Always Refused to take any Part in Movement Against Jews and Nihilists—His Great Popularity.

The rise of a railway clerk to the post of Premier is a much more wonderful achievement in Russia than it would be in any other European country, and for that reason the personality of Sergius Witte is the most interesting.

He conquered great difficulties before he came to his present high place. He is of German origin and the "Russia for the Russians" policy found in that fact an almost unforgeable crime.

He comes from Transcaucasia. In 1849 he was born at Tiflis of parents who had emigrated to Russia from the northern part of Germany. He was sent by his parents to school at Odessa and astonished his teachers most by his skill in mathematics and physics.

He wanted to mix in the affairs of the world. The army was impossible for him because he was not of noble birth. For the same reason he had to crush out his desire to go into the navy. Commerce was not to his liking and he decided to go into the State railroad department.

It was difficult for a man in his position to attract attention in the railroad service, but M. Witte did it when only 27.

The war between Russia and Turkey brought up the usual difficulties in the matter of transporting the troops and supplies to the frontier. The army trains were hopelessly inadequate. Opportunities were lost because it was impossible to get the soldiers to the frontier, and those who were there found themselves without food and other necessary supplies.

M. Witte undertook to straighten matters out as far as lay in his power. Nothing is so respected in Russia as authority, but the young railroad employe decided to make



M. Witte.

himself famous by ignoring all authority save that which came from the highest source.

He sidetracked the trains of many notable persons on their way to the seat of war and kept them waiting for hours while the trains carrying the troops passed on to the Generals who were clamoring for them.

In spite of the offence involved in his conduct the news of his efficiency reached the Czar, who personally thanked him and awarded the close of the war to reward him more substantially. After peace had been declared M. Witte was called to St. Petersburg and appointed to a high place in the railway department of the civil service, which on account of his birth had been shut against him at the outset of his career.

He became director of the Russian Southwestern Railway, the head of the railway department and then by rapid promotion Minister of Means of Communication, Chairman of the Tariff Commission, Minister of Finance and last year Imperial Chancellor—the highest honor which it is in the power of the Czar to grant.

His efforts to develop Russia's material resources have resulted in marvellous growth. Five years ago he reported to the Czar that the industries in his country had trebled in value in twenty years. It was he who insisted on the State ownership of railroads in Russia. Under his initiative great manufacturing enterprises have been developed and over fifty towns and cities have recently been lit by electricity.

He put the currency of the country on a gold basis and the equilibrium of the budgets has been restored after many years of financial confusion. He has not hesitated to plunge when he has seen that Russia could really afford to spend the money, and one of the best investments he ever made for the country was the purchase of the railroads when the country was by no means prosperous. In every case his investments have been justified by subsequent events. He appointed committees to investigate the acute industrial and agricultural depression of Russia. All of these committees were made up of men influenced by him and their reports might almost have been written by nihilists, so drastic were they in their recommendations.

REAR ADMIRAL EVANS' VIEWS.

Discusses the Battleship as a Profitable Investment.

"A battleship is never an ornament, as so many people suppose. It is always useful. But it is more useful out of than in a fight. Its dominant mission is to give peace a meaning and war a warning to the world. And because this is so we of the United States need more and bigger battleships.

"When I say that a battleship is more useful, is a more profitable investment even in peace than in war, I mean that it is the greatest and surest preventive of war that the centuries have as yet brought forth," pursued Admiral Evans slowly but vigorously. "No one who carefully studies and duly ponders the question will rashly gainsay this."

Admiral Evans made the startling declaration: "Had the United States possessed, prior to the Spanish-American war, the navy that it possesses to-day we would never have had that war. Why? At that time our navy was an unknown quantity at best, and a comparatively small quantity—quantity and not quality—remember at the worst. Spain no doubt joined with the rest of the world in underestimating us as a naval power. Hence she believed that she was easily our superior on the sea. Because she happened to be mistaken is hardly any reason for us to believe that some one else, should we permit our navy to remain stationary in size and strength, is going to make the same mistake in case of war.

"We are now in a most critical period of not only our own but the history of the world. Everything is changing for better rather than for worse, let us hope. War and its methods are changing just as its business and every branch of human activity. But one thing will never change and that is human nature in a national sense."

"We have within the past few years, spread ourselves over a vast territory, engendering vaster responsibilities than we have hitherto had in our national history. Our navy, therefore, has to play the dual role of protecting those possessions in time of need, and in time of peace of silently signifying to the world that such and such is a part of the United States and must be considered and respected.

"Now, nations are no respecters of nations unless the latter are prepared to enforce respect. Therein lies the chief value of a comprehensive naval force. Give us fifty battleships, with an appropriate complement of cruisers, torpedo boats, and other auxiliaries, and the chances of our being provoked to break peace are one in a hundred.

"But," pursued the Admiral earnestly, "it takes time to build battleships, and when we need them for war we need them badly. This was shown in the case of Russia. What would Russia not have given for the battleships of this squadron?" sweeping one hand toward the monster steel fortresses aligned to the north and south. "It was worth—its worth—almost its weight in rubles to her.

"And yet," quickly added Admiral Evans, "there is no advantage in having all the battleships in the world if the men behind the guns are poor marksmen. Russia has been supremely unfortunate in not knowing how to shoot straight. Japan, conversely, has been fortunate, but she owes her good fortune not to chance nor to any superior intelligence, but to practice, unremitting, oftentimes monotonous, always careful and painstaking target practice in all sorts of seas and weather.

"As for torpedoes," he pursued, "it is impossible to inflict as much damage with a torpedo as with a ten or twelve-inch projectile launched from a battleship; and for two reasons, one being the greater difficulty of reaching the mark with a torpedo and the other being the greater sheer, actual destruction wrought by the projectile hurled from a ten or twelve-inch gun.

"While also a torpedo may blow a hole in the side of a battleship it has yet to prove its power to sink one whenever it strikes. In the much-exploited torpedo attack made by the Japanese at Port Arthur, an entire squadron of torpedo boats only damaged three out of seventeen vessels, and the latter were again in action within less than ten weeks."

Continuing, Admiral Evans believed that the United States owed it to itself as an international power to encourage the training of 20,000 young men annually in the naval service. He believed no school comparable with the American men-of-war in teaching discipline, courage, patriotism, and self-control.

Having himself seen the United States Navy progress from sails to steam and from oak to steel, having seen its guns evolve from crude muzzle loaders to the present mighty agents of destruction with which the Maine and her seven companion vessels are equipped, it was with knowledge bred of experience that the bronzed veteran, crippled in the bombardment of Fort Fisher, and with one shoulder crushed by a falling armored hatch, recommended the floating fortress as an ideal American college.

Feminine Observation.

"Smart" men nowadays are disinclined to take their liquid refreshment at a counter; they prefer to sit down and chat.—The Queen.



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SEPTEMBER JURYMEN.

Following is a complete list of the men who will serve on the juries at September court:

- GRAND JURY.
- C. H. Reimard, Bloom.
 - Elmer Hagenbuch, Scott
 - John Fenstermacher, Madison
 - Lewis Beaver, Locust
 - W. J. Kreamer, Fishingcreek
 - Emanuel Snyder, Benton twp.
 - H. W. Applenman, Hemlock
 - M. H. Croop, Briarereek
 - Hugh Quick, Montour
 - Francis W. Rhodes, Conyngham
 - W. H. Lord, Bloom.
 - Chauncey Keeler, Benton
 - Boyd Frens, Briarereek
 - John Watson, Bloom.
 - Ray Swetsel, Bloom.
 - Sterling Thomas, Hemlock
 - John Hauck, Briarereek
 - Thomas Hickey, Bloom
 - Edith Hampton, Roaringcreek
 - F. B. Hartman, Fishingcreek
 - Lloyd Young, Jackson
 - Wesley Morris, Greenwood
 - Charles B. Edwards, Bloom.
 - Joseph Stricker, Catawissa Boro.

FIRST WEEK JURORS.

- Daniel Hess, Millin
- G. W. Knouse, Benton
- W. H. Gilmore, Bloom
- A. C. Hess, Sugarloaf
- Edward W. Ivey, Hemlock
- Robert H. Mears, Montour
- James Casey, Madison
- Jonathan Loreman, Franklin
- Michael Grant, Centralia
- C. C. Megargell, Orange twp.
- A. K. Wright, Scott
- Thomas Webb, Bloom.
- D. H. Walsh, Centralia
- Harry Hummel, Beaver
- Alfred Heacock, Greenwood
- Moses Savage, Benton twp.
- W. H. Griffith, Centralia
- F. L. Wilson, Bloom.
- J. L. Kile, Sugarloaf
- John Scott, Bloom.
- George H. Keiter, Bloom.
- Elias Thomas, Cleveland
- Jesse Rittenhouse, Beaver
- William Harry, Berwick
- Miles Everhard, Jackson
- Duval Dickson, Briarereek
- Oscar Ammerman, Sugarloaf
- J. G. Shultz, Benton
- H. H. Hulmes, Benton twp.
- Michael Hartman, Greenwood
- W. S. Laubach, Benton twp.
- Matthias M. Kreamer, Greenwood
- Jacob Wagner, Berwick
- A. J. McHenry, Stillwater
- Ellis Ringrose, Scott
- F. H. Jenkins, Bloom.
- Harrison Hess, Fishingcreek
- John R. Neyhard, Catawissa twp.
- J. E. Shuman, Center
- G. W. Suttill, Sugarloaf
- Robert Vanderslice, Bloom.
- Charles Tittle, Bloom.
- W. T. Miller, Benton
- Philip Crawford, Bloom.
- Edward Clevor, Locust
- Thilen J. Weiss, Center
- John Masteller, Millin
- Pierce Dimmick, Cleveland

SECOND WEEK JURORS.

- Lemuel Kiser, Pine
- M. C. Jones, Bloom.
- David Edwards, Bloom.
- Robert Watkins, Bloom.
- James B. Laubach, Benton twp.
- C. B. Housel, Bloom.
- Alexander Campbell, Fishingcreek
- Jacob S. Webb, Pine
- Hiram Demott, Millville
- H. R. Bower, Berwick
- Charles Hess, Bloom.
- Harry Townsend, Bloom.
- J. D. Ipher, Benton twp.
- William Fetter, Locust
- Thomas Fought, Pine
- Frank Roys, Bloom.
- Samuel Yorks, Sugarloaf
- Charles Lee, Bloom.
- Elwood Knouse, Benton
- D. C. Shoemaker, Millville
- Benjamin Golder, Sugarloaf
- H. J. Pursel, Bloom.
- David E. Fisher, Main
- Jeremiah Kester, Main
- Nicholas Yocum, Cleveland
- John P. Laughlin, Centralia
- George S. Allenan, Bloom.
- Hiram E. Everitt, Mt. Pleasant
- Wesley P. Hetler, Millin
- J. F. Lawton, Greenwood

John Mowry, Cleveland
Elmer K. Creveling, Millin
Ed. R. Eves, Millville
Samuel Klingerman, Beaver
Frank Kester, Center
John M. Humel, Fishingcreek

Peaches Will Be Plentiful.

The prospects are that the crop of peaches in Pennsylvania this year will be, if not a record one, one which will delight both the consumer and the grower.

All growers appear to agree that the crop will not only be a fine one, but that the individual fruit itself will be of the most luscious character.

The railroads have taken warning from the advance reports of the growers and are bending efforts towards having a sufficient supply of cars in the different localities to market the fruit rapidly.

Discouraging reports are heard from some quarters, but these appear to be local and to affect only small orchards or those in which the San Jose scale or some other destructive pest has gained such a foothold that killing the trees is about the only way to get rid of the insects.

Unlawful to Fish in State on Sunday.

It is unlawful to go fishing in Pennsylvania on Sunday. The State Fisheries Department was notified on Thursday that W. H. Rothermel of Wilkes Barre, after spending \$1500 in test proceedings, had abandoned his appeal to the Supreme Court from the Superior Court decision, restraining Squire Lees from fining him and two companions for Sunday fishing.

The matter has been fought in the courts since August, 1903.

To the Portland Exposition.

Visit Colorado and California on the Way Out and Back.

Greatest variety of attractions to the Pacific Coast tourist. You can spend some time in the Rocky Mountains, visit Yellowstone Park, attend the Portland Exposition, sojourn in Southern California, return over Southern Route by way of El Paso, through New Mexico. Or, you can go via Minneapolis and St. Paul and Northern route in either direction. Send for Rock Island folder and details of summer excursion rates. John Sebastian, Passenger Traffic Manager, Rock Island System, Chicago.

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