THE OREGON DAILY JOURNAL
AN INDEPENDENT NEWSPAPER

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OFFICIAL PAPER OF THE CITY OF PORTLAND

A HARD TIME FOR CORRESPONDENTS.

THOSE war correspondents fresh from their delightful experiences at Santiago, where from the vantage point of the quarter deck they had every facility to watch the progress of a great naval battle, have had a rude awakening since their advent in Japan and Korea. Even those fresh from the South African fields and their irritating experiences with the British censor now learn that everything in life is relative and what to them in their inexperience seemed unbearable is bad only until they meet with something worse.

And surely the worst ever in the experience of war correspondents is what they are now encountering in the land of the mikado and the czar. It is not likely that even the military representatives of the various governments will be able to join the Russian army much before the middle of next month. This is the time fixed for the mobilization of the great army in Manchuria. Meanwhile it is only a case of making preparations for that grand culmination. When the accredited military representatives cannot get in there is little hope for the newspaper correspondents who kick their heels at the outer portals. Russia is giving out only such news as suits its purposes, in which respects it is acting wisely.

Japan, on the other hand, proposes to keep its movements as secret as possible. It will not only not let anything go out that has not passed the scrutiny of the official censor but even then every message must first be translated into Japanese. At the same time it has furnished very little more encouragement to the correspondents than has Russia. It is determined to take no chances on a premature exposure of its designs and seems much more concerned in them than in their spectacular exploitation through the newspapers of the world. Even the Japanese newspapers, ordinarily quite as independent in tone and spirit as those printed in the United States, are under an embargo.

It is hard lines for the enterprising correspondents and the public thirsting for full details of what is happening cannot help sympathizing with them in their distress. But the war is destined to last for some time to come. In the course of a little while everything will get down to a sensible basis in which case the correspondents may be expected to make up for lost time and give the world all it has been aching to hear.

NOW FOR THE ISTHMIAN CANAL.

THE SENTIMENT in favor of building an isthmian canal is so profound and general that it has swept aside political barriers and forced ratification of the Panama treaty. There were features of the affair culminating in the declaration of an independent republic at Panama which were not viewed with a feeling of a unanimous approval. The wish seemed so much father to the thought in the outcome, the finger of the shady promoters and stock speculators were so manifest as the actuating principals in an enterprise that otherwise might never have eventuated, that at the outset the public was disposed to look askance at the whole affair and wash its hands of it. While it was true that no popular sympathy could be extended to Colombia, which had deliberately pursued a dog in the manger policy, it was at the same time felt that two wrongs never made a right and that if this government was involved in the setting up of the new republic its acts could not be conscientiously approved. As time went on it became apparent that while the government probably was not aware of it it had been unconsciously used in the furtherance of a conspiracy, back of which were the speculators in the French stock, to set up a local government through which their claims might be disposed of to the United States at great profit to the speculators. Every circumstance worked into the hands of the conspirators and the victory which they have won is quite as great as that won by the advocates of the Panama over those who would have preferred the Nicaraguan route.

But whatever new facts may be developed by time will hereafter be of purely historic interest. So far as the building of a canal is concerned, and that over the Panama route, the die is cast. On the naked question of canal building the announcement will be received with general satisfaction. No single event now in contemplation will so profoundly influence the commercial history of the country. It will enormously increase the prestige of the Pacific coast and it will make the United States the preponderating influence on that great body of water. The Pacific coast states have always been a unit in favor of building the great canal and, in our judgment, the anticipated benefits, great as they were expected to be, will fall short of what eventually will be realized.

A FORTUNATE EVENT FOR PORTLAND.

FOR fully 20 years the people of this city and state have never been given a fair, straight, intelligent, decent and reliable report of a single local political event, either in the Oregonian or the Evening Slopover. Controlling as they so long did the avenue of publicity they used them to gain selfish personal ends or to gratify private malice. What suited their purposes for the world to know that they printed, but nothing else. They have never scrupled to distort or to misrepresent matters of public notoriety or to hound or malign people who either appeared to stand in their way or who happened to have incurred their displeasure. This backwoods style of journalism so long effete elsewhere still flourishes in Portland if one is to accept the recent reports printed of the meeting of the Democratic state central committee and the Lincoln birthday dinner of the Republican club. It will doubtless flourish as usual during the campaign of the present year, but it is not destined to be quite so effective as it used to be.

The avenues of publicity are no longer monopolized by either or both of the head and tail combination. Since The Journal came to town an opportunity is presented for the first time in the history of Portland for every side of every question to get a fair hearing and for every public meeting to get a fair and unbiased report. People are just beginning to realize the vast benefits which accrue to Portland from this simple fact, so difficult for people from other sections to appreciate. No one faction, clique or combination can longer rule Portland with an iron hand. It is no longer possible to throttle public opinion or to fly unrebuked in the face of public decency. With these shackles removed the city itself is getting out of its rut, all classes of the people are being drawn closer together and every shoulder is being placed to the wheels of progress. It was a great day for Portland when the backbone of its news monopoly was broken beyond hope of repair.

Fire drills in the public schools should occur with at least a sufficient degree of frequency to familiarize the children with what is expected of them. They should be followed with some definite system and not at haphazard. This should particularly apply in cases like Portland, where the schools are built of wood and therefore are likely to burn much more rapidly than though they were of stone or brick construction.

HARBIN, IN MANCHURIA.

Remarkable Growth and Development of "The Moscow of Asia."

From the New York Tribune.

It is in Harbin more than in all the cities combined that Russia is asserting her intentions of becoming an active industrial force in the affairs of the Orient, and her people are already giving the place the title of the Moscow of Asia.

The city is located on the Sungari river, at the point where the Manchuria branch of the Siberian railway crosses the stream, and where the Chinese-eastern branch starts south to Dalny and Port Arthur. It is about 350 miles west of Vladivostok and 600 miles north of Port Arthur. Its location is the geographical center of Manchuria, and from present prospects it is to become the commercial center as well. The city is surrounded on all sides for hundreds of miles with rich and productive agricultural country, producing corn, wheat, oats, barley, beans, millet, hemp, tobacco, vegetables and some fruits. Minerals and timber and great areas of grazing lands also surround it.

At present the place consists of the old towns, three miles from the central depot; Prestin, or the river town, the present commercial center, and the administration town, in close proximity to the railway station. Before the railway engineers established this as their headquarters there was no native town in this vicinity, and the entire place is therefore a Russian product.

It is as distinctly a Russian city as though it were located in the heart of Russia, and none but Russians and Chinese are permitted to own land, construct buildings or engage in any permanent enterprise. The city has been created by the Russian government, under the management of the Manchurian Railway company. The land for many miles in each direction has been secured so as to make it impossible for any foreign influence to secure a profit or foothold close to the city, and foreigners are not recognized as having any rights whatever, but are permitted there on sufferance. The chief railway engineer is the administrator of the city, and up to the present time has had complete control of everything; but in the new scheme for the government of Manchuria some form of municipal organization will be permanently established.

In 1900 the place began to assume importance as a center of railway management, and in 1901 the population had grown to 12,000 Russians; in 1902, 20,000; by May, 1903, 44,000, and in October, 1903, a census showed a population of 60,000, exclusive of soldiers. Of these, 400 are Japanese and 300 of all other nationalities, including Germans, Austrians, Greeks and Turks. All the rest are Russians. There are no Americans.

The Sungari river is navigable with light draught steamers and native craft for nearly 200 miles above the city, up both branches of the river, and much traffic has already developed on these streams, especially in wheat.

From Harbin to the Amoor river, during the navigation season, which begins in April and ends on November 1, good sized steamers run daily. Harbin was started primarily as a military center and an administration town for the government and direction of railway affairs. Its growth into a splendid commercial and manufacturing city was not originally provided for by the promoters, and it has been somewhat of a surprise to them, but the fever of making it a great Russian commercial and manufacturing city has now taken possession of the railway management, and every system of promotion and protection that can be devised to increase its growth along these lines is being energetically encouraged.

The capital for most of the private enterprises is furnished by Siberian Jews. Chinese are furnishing money for the construction of some of the finest private buildings, such as hotels, store rooms, etc. In the administration part of the city no private buildings of any kind are permitted.

The administration has already received more than 2,000,000 rubles ($1,030,000) for land sold to private parties. Many elegant residences and substantial structures are in course of construction in the additions adjacent to the administration town. A hotel and theatre combined was built at a cost of 60,000 rubles ($30,000) and rented for 25,000 rubles ($12,875) per annum.

All this land is secured on an 86 years' lease.

The leading industry of Harbin is the manufacture of flour. Eight mills are now in operation, all with modern European machinery with one exception, and that is a small one constructed with American machinery. Applications have been made and granted for the construction of two more large ones, and by the middle of 1904 10 mills will be in operation, producing 25,000 poods (902,800 pounds) of flour a day. They pay from 30 to 35 cents gold a bushel for their wheat delivered at the mills, and the wheat producing area can be increased enormously. The present value of the flour mills in Harbin is 1,200,000 rubles ($618,000).

In the immediate vicinity of Harbin there are 200 brickmaking plants, the cost of which was 500,000 rubles ($257,000). Two of these plants were constructed by the administration, at a cost of 200,000 rubles. Most of the brick produced are used in the construction of the city. A very good grade of red brick is produced and sold for 6.50 rubles ($3.35) per 1,000. Most of the work is done by Chinese, who are paid 35 kopecks (10 cents) a day.

There are several companies engaged in the meat packing business, with plants costing altogether 250,000 rubles ($128,750). They cure hams, bacon and all varieties of smoked meats, and produce excellent articles. The hogs and cattle in this part of the country are grain fed, and make splendid meats, and the Russians are experts in preparing it for market. So far these concerns have not been able to supply the Manchurian markets, but the cheap labor of the country, in combination with the cheap grain and the familiarity of the Chinese with hog raising, makes a good foundation for the growth of the industry, and I can see no reason why it should not continue to grow sufficiently to produce all that may be required for the Oriental markets.

There is on the river a small sawmill that cost 15,000 rubles ($7,750), and two on the railway line between Harbin and Vladivostok that cost 150,000 rubles ($77,500).

The country is productive in wheat, cattle, sheep, hogs, millet, barley, oats, corn, beans, furs, hides, wool, bristles, bean oil, bean cake, hemp, tobacco and timber, and has various undeveloped mineral resources, in fact, it has all the natural elements for the foundation of a great city.

AN INDEPENDENT PRINCE.

The Kaiser's Son and Heir Talks Back Saucily.

A news dispatch from Berlin tells this story: There is one thing which interests the people of Berlin more than the troubles in the far east, and that is the domestic war between the kaiser and the crown prince, who has shown a strong inclination to have his own will in everything. He is now 22 years of age, and thinks that the time has come for him to declare his independence. When he first started in to show that he was far from agreeing with his august father in matters of importance it was a very severe shock to the kaiser, who, in broad German, told him to shut up.

The conflict became acute when the kaiser told the prince that as an officer he had to obey his superior or he would run the risk of being courtmartialed. The crown prince, with all the hot-headedness of a true Hohenzollern, answered, stamping his feet:

"As a lieutenant in the German army I know perfectly well that I owe you obedience in military matters, but as a German, even if an officer, I have the right to associate with whom I please, visit whatever theatres I please. You, yourself, was none too obedient to your father when at my age. You resented his interference in your private affairs just as much as I do, and I want to tell you that if I am not allowed to develop my own individuality I shall resign from the army, and if you force me to do this I swear that I will never again wear a German uniform. Should this not help I can always emigrate and choose my home in London, Paris or in the United States, where I will be free to live as a human being and not simply be clockwork."

This response for once silenced the kaiser, who remained speechless for several minutes; then, trying to be calm, told his oldest son that if he were a simple German subject his reasoning would be perfectly proper, but that as crown prince and future ruler of Germany there were other laws which he must obey.

To this, however, the prince replied that he was human before he was loyal, and that he would rather renounce his rights to the throne and be free than to be a crowned slave all his life.

ORIGIN OF THE SHAD.

Ernest Thompson Seton in the Century.

In the woods of Keewaydin there once roamed a very discontented porcupine. He was forever fretting. He complained that everything was wrong, till it was perfectly scandalous, and the great spirit, getting tired of his grumbling, said:

"You and the world I have made don't seem to fit. One or the other must be wrong. It is easier to change you. You don't like the trees, you are unhappy on the ground, and you think everything is upside down, so I'll turn you inside out and put you in the water."

An Inference.

From the Atlanta Journal.

Whisky can now be made from cotton. At least, Kentucky farmers are to begin the raising of cotton.

Quite Natural.

A good many people sympathize with the under dog when it is on top.

Oregon Sidelights

Milton has 650 school children, and no saloons. Good town.

The mayor of The Dalles is named Gunning. When he goes after an office he gets it.

Already the Seaside Sentinel predicts a good summer season at that resort. Rather a safe guess.

Young ladies of Roseburg have organized an H. L. club. They don't write it with a dash between the letters.

The report is sent out from Umatilla, on the Columbia, that a beet sugar factory is to be established there.

Larks are singing with full notes in eastern Oregon, a sure sign, observers say, that there will be no more winter.

Everything is moving upward and forward in eastern Oregon. Sample item: The capacity of the Wasco flouring mill is to be doubled.

Burglars, who attempted, unsuccessfully, to blow open the O. R. & N. safe at Weston, were not so badly disappointed over their failure, after reading that the safe contained only 65 cents in cash.

A Prineville young woman reported her watch stolen, and had officers hunting for the thief; then she found it where she had herself laid it. This item might be duplicated, with variations, many times.

Florence West: "Last Friday we noticed some very fine veal hanging in Al Ready's meat market. Although it is pretty hard to get good meat at this time of year, the veal was as nice as any we have ever seen."

Men of Vale, Malheur county, have held an irrigation meeting. Whether they "irrigated" incidentally is immaterial; irrigation will work wonders in that region, and these irrigation agitators are doing a good work.

Orville Coffman, son of William Coffman, an ex-policeman of Pendleton, has been appointed one of the Jefferson Guards for the St. Louis exposition. The Jefferson Guards are the drilled and uniformed police who will guard the grounds and buildings at the fair.

The people of Tillamook have abundance of water—the ocean near, and rain a-plenty, yet need water, and will soon vote on an ordinance providing for bonding the city for $58,000 to establish a new water system.

Cows run at large in Kansas City—not the big town on the bluffs of the Kaw, but a suburb of Oregon City—which unmetropolitan custom led to a lengthy lawsuit between two women over a cow's depredations, in which contest Senator Brownell and his client scored a victory—and when womna's suffrage prevails he can have her vote.

Already sheep shearing has begun in eastern Oregon. According to the Pilot Rock Record the weather is most delightful; grass is growing nicely, farmers are seeding their spring crops and from general appearances one would imagine that the time was April instead of being the 19th of February.

The Moro Observer man says he "has been lenient to the children around his shack this week, remembering that along down the path of life somewhere in the forties he was a youth himself and enjoyed sleigh riding." But what would he have done about it if he had not been leniently disposed? In a contest with a lot of "kids" an old man would soon come to grief.

Revival services are in progress at the United Evangelical church and will continue throughout next week. The interest is increasing nightly. Theme, tonight, "Hell;" tomorrow morning, "Heaven." Welcome to all.—Corvallis Times. Perhaps after an evening's experience of "Hell," Corvallisites will be prepared to enjoy a morning in "Heaven." At any rate they are equally welcome to either. They "pays their money and takes their choice."

The papers of Umatilla county, except one or two in Pendleton, approve District attorney Hailey's crusade against gamblers. For example, the Pilot Rock Record says: "In every well regulated community, where law and order is maintained, public opinion will not tolerate open gambling. This is because of the demoralizing influence it has in inculcating the gambling spirit among the young men of the town, where it exists, and in permitting a worthless, and often dangerous class of people, to make a living without working for it.

POLITICAL POINTERS

May Change Its Mind.

The Dalles Times-Mountaineer: The Chronicle seems to think that Congressman Williamson will not meet with any serious opposition for re-nomination. It will change its mind after those Multnomah and Baker county fellows get through with him.

Plea for Williamson.

Alluding to efforts being made to defeat Representative Williamson for re-election, the Dalles Chronicle remarks: "This is a presidential year, and the party must be permeated by the most perfect harmony, for the eyes of the nation are upon Oregon. At any rate, we should not 'swap horses while crossing a stream.' Mr. Williamson should have the opportunity to fight important measures through congress."

Multnomah County Doubtful.

Salem Statesman: A recommendation by the delegation seems to be taken as presumptive evidence by the president that something is probably wrong with the aspiring appointee. The Statesman agrees with the delegation that Mr. Bridges should have been reappointed. As soon as his turning down was made known in Portland, it is said the "managers" immediately sent word around town to organize 17 more "Mitchell-Roosevelt clubs" without delay, and to at once telegraph the fact to the president in order to prevent the Simon men from making the impression that there was any disaffection toward him on account of his action in the matter. It is generally thought that, with proper care, Multnomah county will yet be carried for Roosevelt.

Our Shifty Binger.

Deschutes Echo: Binger Hermann has recommended to the president two men for one office. The president nominated the one that Hermann really didn't want and refuses to withdraw it. Hermann is the same old shifty, tricky, boneless Binger. The president showed a friendly attitude towards his discharged servant during the time that Binger was running for congress, but that exhibition of good feeling was made for the benefit of the multitude and the president takes this opportunity to show the ex-commissioner that he likes neither hide nor hair of him, and will not stand any dog-tricks from the Oregon man.

JAPAN'S ADVANTAGE

Boston Transcript.

One phase of the Russian-Japanese situation of especial interest to army officers is the question of transportation. The conduct of military operations with only a single-track railroad to connect the seat of war with the main base of supplies thousands of miles away is unprecedented in warfare and there is much speculation as to how Russia will handle the situation.

The moving of large bodies of troops by rail is so difficult a matter that an officer of high rank who served in the campaign of the allies at Peking tells a representative of the Boston Transcript that the congestion at the eastern end of the Siberian railroad will be so great, in case Russia finds it necessary to rush troops and supplies to the front in large quantity, that the authorities will actually find it quicker and more convenient to unload the troops at Lake Baikal and march them overland to the seat of war. The maximum capacity of the Siberian line for continuous and prolonged service has been stated as low as 500 troops a day with supplies, though the best authorities set a much higher figure.

The fact that the road has a gauge of its own makes the return of cars from the eastern terminal a most essential part of the problem. Some of those who have discussed the situation have apparently made the mistake of assuming that Russia would have to keep its army supplied in chief part by means of this railroad line. The immediate question, in the opinion of competent observers, is rather how long it can supply the needs of its fighting men from the stores accumulated at Port Arthur and Dalny. It may be that unless the war is protracted it will not be necessary to use the railroad to any considerable extent for the carrying of supplies.

Joseph C. Byron of Williamsport, Md., who was a captain and quartermaster in the United States army in China during the boxer troubles and afterward visited Korea and Japan, says:

"There is a great deal of difference between the ease with which supplies can be transported by land and by water. A ship seems to have unlimited capacity. We loaded the Pak Ling at Tacoma with hay and grain for Manila and when by rights it should have been full, it took 16 carloads of hay to 'square off the hatches,' as the mate called it. This ship carried over 600 carloads. Imagine 600 cars standing empty at the eastern terminus of the Siberian railroad and then making their way back over some thousands of miles for more supplies on a single track road, a tollsome journey of weeks to get to the Pacific and weeks to get back; while Japan, with two ships, will put the same amount of supplies where it needs them in two days.

"In the Santiago expedition we had several miles of freight cars waiting to get into Tampa and more miles waiting to get out and it was a very serious tax on our southern railroads with all their facilities to get our supplies on the dock at Tampa. Once there they were swallowed up by the ships.

"A near base and water transportation are the strong points in Japan's favor, while a distant base and a single track road are Russia's weakness. Port Arthur, to be sure, is a base, but only a secondary one, for a struggle of this kind.

"No campaign ever illustrated the advantages of being near at hand as well as the China campaign of 1900. The Russians at Port Arthur and the Japanese at Nagasaki were practically on the spot; the English at Hong Kong and the Americans at Manila, seven days away. These armies got there and were in from the beginning to the end. The others belonged to the class that 'also ran' in the list of winners.

"As a distinguished but somewhat illiterate soldier remarked, 'In a fight the man who gets there firstest with the mostest men wins the battle.' And here is where Japan comes in. It will get there first with the most men and if the rest of Korea is like what I saw Japan will solve its land transportation problem by having coolies pack the supplies on their backs as I have seen them do with a sort of sawbuck arrangement strapped under their arms. A Chinese or Korean coolie will carry in this way 100 to 125 pounds all day and keep up with the army.

"Here again the Japanese have an advantage. Their soldiers' ration is made up of rice and fish, mostly rice. As every one knows, this is the principal food also of Korea and China, and large stores of it are found in every seaport. On rice alone the Japanese soldiers will march and fight, and one coolie will carry a week's ration for 10 men. This reduces the subsistence problem to a very easy one.

"On the other hand, the Russian diet is bread and meat, and into the Russian camps in China beeves and sheep were constantly being driven.

"The Japanese officer is also very simple in his tastes and habits, while the Russian is notoriously a high liver.

"The supply of an army is the hardest problem—men well supplied will win victories, while the same men will run away if their stomachs are empty—and Japan has the advantage all the way through in the matter of supplies.

"The Japanese officer is an earnest, enthusiastic man in his profession, never missing an opportunity to learn, and willing to engage himself as a barber or coolie or enter into employment of any description which will afford him the means of finding out something of the enemy's country. And I do not doubt but at this moment the Japanese know every detail of the Russian fortifications in the far east. Japan lays its plans beforehand in every little detail and follows them out. 'We will enter Peking on August 14,' said General Yamaguchi at the conference of generals at Tien Tsin, and on August 14 Peking was in the hands of the allies."

THE FIRST GREAT REPORTER

It is a strange fact that Charles Dickens is always called a novelist and never called a reporter, writes Herbert N. Casson in the Los Angeles Examiner. Yet the truth is that he was a reporter first, last and always. He was not a writer of fiction. His novels were packed with facts.

It was straight "news" that Charles Dickens wrote for the people of England. His first book was called "Sketches of Everyday Life and Everyday People." Every one of his books might have come out under the same title.

Charles Dickens knew what reporting meant. He knew it was not smart scribbling for so many dollars a week. He felt that it was more than the indifferent writing down of people's crimes and miseries and misfortunes.

To report a thing is to tell exactly what it is like. It is to reproduce an occurrence in such a way that everybody who reads the story can see what has happened. No one has a harder or a nobler job than the reporter.

The reporter has a responsible work to do. So far, he has not understood his own profession. He has not been equal to his job. He has swung in with the great pay-envelope mob, and forgotten his opportunities.

If all the reporters of the United States could write with the pen of Charles Dickens for one month, this nation would wake up from its drowsy indifference to the suffering and the wrong-doing that continue to exist. It would see with the eyes of the exploited and feel with the heart of the oppressed.

Charles Dickens was as much a part of the common people as a tongue is a part of the body. He learned what child labor was by being a child worker himself. He found out what pawnshops were like by pawning the family furniture. He knew how the poor lived by being poor himself.

At the age of 15 Dickens was an office boy in a lawyer's office. At 17 he began reporting. He saw that a knowledge of shorthand would make him more useful, so he bought a book and learned it. He found that he did not know how to use words correctly, so he went every night to he British museum and read the best books.

When he was 22 he got a job on the London Chronicle, which was as loyal to the masses as the London Times was to the classes. Then, for the first time, he had a chance to do his real work.

He was enthusiastic and eager for adventure. In those days there were no streetcars nor trains nor telephones. The only way to travel was to walk or drive. "I have often had to write my story by the light of a dark lantern," he said, "in a postchaise, galloping through a wild country, at the dead of night, and at the then surprising speed of 15 miles an hour. I have been upset in every kind of vehicle known in England."

The government of Great Britain was at that time controlled by the wheat monopolists, and Dickens wrote story after story against the terrible bread tax, which they had levied upon the English people. He believed that a reporter should be a human being and a good citizen, and not an automatic penpusher.

He was the first clever writer who thought that the poor were worth writing about. Shakespeare wrote only about kings and queens; but Dickens wrote about boatmakers and cabdrivers and shopkeepers and factory hands. He was too large a man to use the childish weapon of sarcasm against his fellow beings.

In fact, odd as it may seem to pay-envelope reporters, he really liked ordinary people, and was glad when he could do them the service of telling the story of their lives. He was as much interested in human nature as a careful farmer is interested in his land, and more.

He was a great reporter because everything that interested other people interested him. If Charles Dickens had owned a newspaper, he would have posted this sentence in the city room, in 12-inch letters: "Human nature is the greatest thing in the world."

ENTERPRISE APPRECIATED.

From the Condon Globe.

The Portland Daily Journal is showing commendable enterprise in the matter of war news, having secured the complete Hearst news service for its columns. The Journal has been progressing ever since its first issue and has come to be recognized as one of the most enterprising, independent, fearless newspapers of the Pacific coast. It publishes the news without fear or favor in matters concerning local municipal and political affairs and has thereby gained the confidence and respect of the public. It is controlled by no ring or clique, but, in its own language, "She flies with her own wings." The Globe admires that sort of journalism. It admires that spirit in any newspaper and it detests its opposite. For that reason this paper takes pleasure in commending The Journal and congratulates its manager on his successful effort to give Portland and Oregon that kind of a daily newspaper. The matter of war news at this time is but an incident of The Journal's enterprise. It seems to propose to give its readers the best obtainable and as the Hearst syndicate is noted for its "get there" qualities as a news gatherer The Journal has secured that service.

OREGON POLITICAL NOTES.

The indications are that Hon. R. D. Hume will be returned from the Coos and Curry district as joint senator in the next legislature.

The Eugene Register is out for "Speaker" Harris for congress, to succeed Hermann.

The name of State Senator Walter M. Pierce has been suggested in connection with the Democratic nomination for congress for the second district of Oregon.

Advice to the Lovelorn

BY BEATRICE FAIRFAX.

Eugene, Or., Feb. 18.—Dear Miss Fairfax: I am a young man, 34 years of age, and I am in love with a young lady of 26 years of age. We met three years ago and have loved one another ever since. She has promised to be my wife. But her parents are very much against me. They say there is too much difference in our ages, and they say it would kill them if she married me. We belong to the same church, and we have never quarreled. Would it be right to marry without her parents' consent? I know we should be very happy if we were married. Please advise us what to do. L. M.

The difference between your ages is about right. A man of 34 and a woman of 26 are well matched so far as ages are concerned. The young lady's parents must have some other more serious objection to you. The young lady is old enough, plenty, to know whom she wants for a husband. The parents should plainly state their objections and thus make you both free to act as your best judgment would determine. If they offer no more forceful objection than as stated in your letter the young lady should act from her own volition, with a care of her own heart and life.

Heartless.

From the New York World.

"It beats all how heartless some people are," said Representative Ruppert of New York today.

"Now, I was walking up the street today with a friend. We met a most discouraged man, who said he needed a little money with which to get something to eat. He said he had had nothing but snowballs to eat for two days.

"And what do you suppose my friend said? He told the man to go right up and eat the snow off the walk in front of his house and have a feast."

Small Change

Moral of the Winlock elopement: Beware of the cantata.

A good many family skeletons don't stay in the proverbial closet.

A scientist says there are 96,420,000 germs in a dollar bill. And only 20 beers!

The Chinese are neutral, but a good many of them would like to do some boxing.

New York is a big state and is entitled to more than one favorite Democratic son.

If the Japs keep up their lick, the Russians will occupy Manchuria permanently—under ground.

Considering a party as a bird, its successful flight depends on its two wings flopping together.

Couldn't the Russians somehow get within range and fire some of their names at the Japs?

Everything, everywhere in Oregon, indicates that 1904 will be a prosperous year, with a bigger P than ever.

The sugar made at the prospective new factory at Umatilla will not necessarily be partly composed of sand.

The prospect is good for Portland having more "continuous" vaudeville to the square inch than any city in the country.

Having exhibited courageous honesty, ex-Representative Shafroth is regarded by his ex-colleagues as a world's wonder.

Readers of the Oregonian will get no more editorials favoring tariff reform, or any other reform, until after the election.

If "Elijah" Dowie can convert the element into an ascending chariot, the people of Australia seem disposed to furnish the fire.

Decision of The Hague tribunal: If you take a gun with you when you go to collect a bill, you have a preference over one who doesn't.

After being so generous to St. Louis, congress should not resort to cheeseparing in making an appropriation for the Lewis and Clark exposition.

The mayor of Philadelphia has discovered "appalling registration frauds" in that city. An old Oregonian has discovered that it frequently rains here in the winter season.

Emperor William congratulates Secretary Hay on his "note" to the powers, but this is quite in order if, as reported, said "note" originated in Berlin, and was sent over to our secretary of state to promulgate.

TRAIN'S BIG BRAIN.

Ranked High Among Brains That Accomplished Noted Things.

From the New York World.

Dr. Spitzka, an eminent brain anatomist, has completed an analysis of the brain of the late George Francis Train, and found that Mr. Train's brain, as an example of the brain of a man of unquestioned mental vigor and superior mental capabilities, is one of the best on record.

The measurements of the head show a very large expanse of cranium and the measurements of the face show that it was normal.

It was not practicable to weigh the brain until nearly 10 hours after removal. In that period the brain probably lost a few grains in weight. The actual weight was 1525.5 grams or 53.81 ounces avoirdupois. Judging from the cranial and cerebral measurements, it is supposed that in middle age Mr. Train's brain weighed about 1,600 grams.

Dr. Spitzka has compiled a list of over 100 brain weights. Those with which he has concerned himself are of men with healthy minds, who in their lives attained high distinction in some branch of the profession, arts or science, or who were noted for their energetic and successful participation in human affairs. In this list Mr. Train's brain is numbered 27.

Summing up his report, Dr. Spitzka says:

"The brain shows a superior degree of complexity in its surface morphology. No lesson of any kind and no deformity, atrophy or anomaly are discoverable. Mr. Train had a large head, a high vaulted cranium, the circumference of the head being 23 inches and, corelative with that, the brain was a large one. The frontal lobes are as complex as any brain I have ever seen, or that has ever been recorded. In this respect it is fully equal if not superior to that of the mathematician, physicist and engineer, a genius precocious in youth and vigorous in old age, Friederich Gauss.

"Train's brain is to the naked eye a healthy one, and from what we know of the general run of microscopical examinations, I do not think that anything would be found of a critical character in such an examination that is not disclosed by the naked eye. The decision or diagnosis as to the question of sanity or insanity will not rest very largely upon the findings in the brain. As an example of the brain of a man of unquestioned vigor and superior mental capabilities, this brain is one of the best that is recorded.

"In his middle age Mr. Train's brain probably weighed 56 or 58 ounces, the natural shrinkage due to age accounting for the slightly lesser weight. As it is it stands high in the list of brain weights of men eminent in professions. Natable in his brain is the ratio of weight of the cerebrum. This in ordinary men is about 1:7.5. In Mr. Train it is as high as 1:8.8, indicating a preponderance of the cerebrum on actual thought apparatus over the cerebellum of lesser functions."

JAPAN'S MERCANTILE MARINE.

Japan's mercantile marine of late years has made such vast strides that now it is obtaining from its own shipping companies all the transports it requires, not being obliged, as it was in the war with China, to hire foreign ships. The history of maritime enterprise in Japan is as romantic as that of most of its other industries. During the middle ages the Japanese were distinguished for their adventures. Korea, China, Formosa, even the distant Philippine islands, Cambodia and Siam, saw the Japanese appear upon their coasts as peaceful traders or buccaneers. In the 17th century the British mariner, Will Adams, built ships for the shogun, which made voyages to Manila and even to Mexico. Then, in the fear of foreign invasion, Japan was cut off from the world and for 200 years nothing but the smallest coasting vessels were allowed to be built. It was not until the revolution of 1868 that the foundation of Japan's modern mercantile navy were begun.