

Sylvan Valley News

Our County—Its Progress and Prosperity the First Duty of a Local Paper.

MINER & BREESE.

BREVARD, TRANSYLVANIA COUNTY, N. C., FRIDAY, MARCH 4, 1904.

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The Russo-Jap War.

Events as they Have Occurred Since Last Report.

Following is a chronological account of actual occurrences in the Far East last week in the war between Japan and Russia.

February 20—Admiral Alexieff issued a proclamation in Chinese, asking aid from that country. The gunboat Madjur, ordered by China to leave Shanghai, over-stayed her time limit and Japan protested. Pro-Russian Czechs rioted in Prague and the United States consulate was menaced. Russia and Japan agreed on regulations governing newspaper correspondents at the front. Four grand dukes decided to accompany General Kuropatkin to Manchuria.

Feb. 21—Russian finances are said to be very low. The Russian Valdivostock squadron was reported off Kanagua, Sea of Japan, four hundred miles southwest of Hakodate. Washington officials are alarmed over fear that food stuffs may be made contraband of war. Viceroy Alexieff and staff arrived at Harbin.

Feb. 22—Baron Rosen, until recently Russian minister to Japan, said the Japanese attack on Russian vessels at Chemulpo was cowardly. The British steamer Ching Ping reported that she was fired on by the Russians on Dahly.

Feb. 23—In a note to other powers Russia accused Japan of violating the laws of civilized nations in occupying Korea, and Count Lamsdorff bitterly denounced the Japanese authorities. Many Russian women of influence arranged to go to the scene of war, among them being Mme. Eschschinkaia, the most highly accomplished of dancers in the imperial theatre ballet at St. Petersburg. Her farewell benefit performance was the occasion of tremendous enthusiasm.

Feb. 24—Viceroy Alexieff, with complete staff, established headquarters on a special train which at present is near Mukden, fully equipped and ready to move from place to place as the necessities of the situation require. The Japanese army moved to northern Korea. Admiral Alexieff reported to the czar that four Japanese transports were sunk in an engagement with the Russians at Port Arthur. The Japanese endeavored to bottle up the Russian vessels but failed.

Feb. 25—The Japanese fleet bombarded Port Arthur. Under cover of the attacks on Port Arthur, the Japanese have landed in force at Possiet bay, about 75 miles south of Valdivostock, and are marching into Manchuria. The Japanese troops are said to be threatening Kirin and Harbin. Among foreign diplomats at St. Petersburg the opinion is growing that the Russo-Japanese war will yet involve the world. The European correspondents at Tokio are amazed at the manner in which Japan masks the movements of the army and navy.

Feb. 26—The Japanese admit-

ted they were unsuccessful in their attempt to bottle up the Russian squadron at Port Arthur by blockading the harbor entrance. The Korean government announced its allegiance with Japan. The forts at Port Arthur fired on the Japanese fleet, doing no damage. General Kuropatkin kissed the ikon of St. Sergius and was blessed by the priest, preparatory to leaving for the front. All Russians, including the czar and czarina, confessed their sins and prayed for victory.

Feb. 27—It was reported in Paris from St. Petersburg that the Russians are hard pressed in Manchuria by the Japanese invaders, and that the czar's forces may abandon Harbin to the mikado's troops. Russian officials are reported to be incensed at the United States on account of the alleged pro-Japanese feeling in this country. Commander Marshall of the United States battleship Vicksburg, wired the navy department that he assisted in rescuing survivors of the disabled Russian vessel Variag.

Flag Law Declared Invalid.

For a number of years certain patriotic associations have been making an effort to secure state legislation against the desecration or improper use of the national flag, and in several states notably in New York and Illinois, their efforts have been successful.

The New York law, which was passed by the legislature last year, has just been declared unconstitutional by the supreme court of the state. It is to be noted, however, that the law is held to be unconstitutional in so far only as it relates to the use of the flag in advertising devices and on trade labels. As the case grew out of the use of cigar box labels which included the national flag in the design, the presumption is that the supreme court does not regard such use of the flag as a desecration of the national emblem. In fact, the majority opinion says specifically that there is nothing in the use of the flag as a trademark that suggests the idea that it is degraded or belittled.

The decision naturally attracts public attention to similar statutes in force in other states. In 1899 the legislature of Illinois, says the Chicago Record-Herald, passed an act declaring it to be unlawful for any person, firm, organization or corporation to use or display the national flag or emblem or any drawing, lithograph, engraving, daguerrotype, photograph or likeness of the same as a medium for advertising any goods, wares, merchandise, publication, public entertainment of any character or for any other purpose intended to promote the interests of such person, firm, corporation or organization. Prosecutions for violations of the act may be brought by any person in the name of the people, and the penalty is a fine of not less than \$10 nor more than \$100 and costs, in default of which the offender must go to jail. The law has been in force since July 1, 1899.

Throughout the country there is unquestionably a strong sentiment against the "improper use" of the national emblem, but as to what constitutes an improper use of the flag there is obviously a wide difference of opinion.

The authorities of the city of New York own up to the truth of the statement that there are still no fewer than 90,195 children there who are prevented from attending the public schools full time for lack of room therein. This is a sad confession for a great metropolis to make.

Railroads and Immigration.

According to the statement of the chairman of the Western Passenger association, the great increase in immigration during 1903 was due largely to the inducements offered by the railroads to settlers on the farm lands in the northwest, the southwest and the far west. Nearly all the large railway systems, it is said, have their agents in Europe drumming up immigrants.

When the question of restricting immigration by imposing an educational test was before the last congress, representatives of several large western roads were heard in opposition to it. They did not say that the proposed restriction would interfere with the work the roads are doing in planting settlers on their own lands or on other unutilized lands in the regions traveled by their lines. It was claimed then that the railroads were hard put to it to get all the common labor they needed and that it would be an injury to them to cut off the European supply in whole or part.

The railroads do not now feel as prosperous as they did two years ago. They have not the need of labor that they had then or that their officers said they had. Immigration is stimulated now not to get labor, but to get settlers, and also to get the sums which they pay for their transportation. It has been surmised that as the steamship lines solicit immigration because they make money out of it, so many railroads are governed by the same motive.

It will be admitted that an immigrant planted on a western farm is a desirable acquisition, but that is not necessarily true of an immigrant who, when he lands, plunges into the overcrowded slums of a great city and stays there either because he prefers to stay or has not the money with which to make his escape. Only a small proportion of the steerage passengers of 1903 appear to have found their way to the far west. While 4,778 settled in Colorado, 2,338 in Texas, 6,967 in Washington and 7,396 in Oregon, 254,145 made their homes in New York, 177,193 in Pennsylvania and 64,757 in Massachusetts.

If, as claimed, last year's increase in immigration was due largely to the efforts of the railroads, the roads did much more to increase the population of the large cities of the east than of the rural districts of the west. It is possible that their efforts brought more undesirable than desirable immigrants to this country. At all events railroad and steamship companies should let the matter of immigration regulate itself and not attempt to stimulate and direct it to promote their selfish interests.

An Uphill Game.

A Republican of any prominence who openly favors reforming the tariff or curbing the trusts is playing an uphill game. All the powerful monopolies and corporations that are interested pour out money to defeat any Republican who shows independence, and the great majority of the Republican newspapers attack him as a traitor. It matters not that all he desires is to see the most moderate reform accomplished and still claims to believe in the doctrine of protection. Out in Iowa, Governor Cummins has declared for what is called the "Iowa idea," which is merely to reform those schedules of the tariff that shelter the trusts and possibly carry the reformation far enough to prevent the trusts selling cheaper in foreign countries than to our people. It is reasonable to suppose that even a protectionist, if he is not interested in some trust or monopoly, would favor such a moderate reform. The farmers are demanding it, and those whose incomes are limited favor any plan that will reduce the cost of living to match their ability to supply their reasonable necessities. But the leaders of the Republican party say, "Let well enough alone," and they control congress, and the corporations control them, so reform is impossible as long as this league of the politicians and plunderers is kept in power by the voters.

Doubtless President Baer regards the severity of this winter, which makes coal bills heavy despite the slight reduction in price, as another evidence that he is an object of especial providential solicitude.

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