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AN EFFECTIVE CHECK ON CRIME.

Circuit Judge McBride yesterday imposed upon "Tommy" Howard a penitentiary sentence of 10 years for assault with intent to commit robbery. Howard had previously been in the circuit court for a similar offense and served a penitentiary sentence imposed at that time. A few days ago he was arrested for the attempted robbery. The evidence produced at the hearing before the district attorney showed that Howard had "rolled" a drunken man. Because of the fact that the amount of money stolen from the man could not be definitely ascertained robbery was not charged. Instead the assault charge was preferred.

Howard is, according to his own statement, 48 years of age. The sentence yesterday imposed upon him by Judge McBride is equivalent to a life term, for there is little question that Howard, strong and rugged though he may be, will end his days behind the brick walls of the dismal prison.

The sum of money for which Howard has thus been deprived of his liberty for the rest of his days was less than \$10. He had, the authorities state, long earned a livelihood by robbing drunken men, instead of devoting himself to some honorable employment. Long practice had made him cunning, and, though the police kept sharp watch upon him, they were unable for years to detect him in his criminal career. Finally, however, he has been brought to the bar of justice, and for 10 years must wear the stripes and suffer the privations of a convict.

A penitentiary sentence of 10 years is far worse than death. Penal servitude is a living death, at best, even with short-timers, and the prospect of a 10-year sentence is enough to break down the strongest man. As Howard sat upon a bench at the county jail yesterday, silently contemplating the fate which he had moulded for himself, he was an object of pity, as is any man whose shortcomings bring upon him the wrath of the law. He has made his own bed and must lie in it.

Howard's case points out a great moral. It is not profitable to steal. The guilty person is always run to earth, and, while he may for a time thrive, eventually he must answer to the law for his crime. It is not difficult to fall into evil ways once the start is made, or to scorn legitimate means of livelihood for petit larcenies. Howard has no doubt drifted into crime step at a time, until honest work was unknown to him. He was raised on the world's rough side and will end his days in state's prison.

Judge McBride is merciless in dealing with offenders. In Howard's case, for instance, attempted commission of the crime was charged against him. The maximum penalty for the offense is 10 years, and unhesitatingly the court imposed the full sentence. Charles Belmont was sentenced to 18 months' imprisonment for drawing a revolver on a restaurant keeper. He told the court the restaurant man had threatened to assault him and that in drawing the gun he was merely endeavoring to protect himself until he could get away from the place. In many courts a few months' imprisonment in the county jail would have followed conviction upon a charge of this kind, but Judge McBride, who can see no reason why men should disregard the law, imposes sentences which will serve as object lessons not only to the prisoners brought before him, but as well to others with criminal tendencies. His view of the criminal situation is the result of long years of observation, and in his severe dealing with criminals he is merely placing an effective check on crime.

TO RESTRICT IMMIGRATION.

Comendation of the Lodge immigration bill, as amended and reported favorably by the senate committee, is very general in mercantile and miscel-

laneous business circles. This measure aims at restricting the entrance of foreigners into this country but only in a way that would shut out the objectionable among them. It would separate the "goats" from the "sheep," and thus leave to the United States all the benefits of immigration—and they have been of vast magnitude in the past—while reducing the evils of the system to a minimum, says the New York Commercial.

The committee amendment, which provides for a detail of United States government inspectors and physicians, at every important port of embarkation in foreign countries, is receiving especially energetic support from Mr. C. C. Shayne, a leading importer of this city. It has been framed in close accordance with his views as frequently expressed in public and privately. It attacks the fountain head of objectionable immigration by sifting the whole lot at the point of departure—a far more effective method than permitting good and bad alike to come in, and then reporting as many of the bad as can be detected and corralled. It has every advantage of a preventative over a remedy.

As for the medical inspection proposed, its needs can not be better demonstrated than by citing the spread in this country of trachoma, a contagious disease of the eye. Prior to 1899 the ailment was practically unknown in the United States, but it was common enough among certain classes in the more densely populated European areas. No ban being placed on immigrants thus afflicted, they have caused a wide dissemination of the disease in this country. In greater New York alone it is estimated that there are over 40,000 cases of trachoma. Proper medical inspection at foreign ports would have kept it out entirely.

Mr. Shayne would go even further than the proposed law in the matter of restriction. "My plan would be," he says, "to require the intending immigrant at the port of departure to furnish a certificate of character—a species of moral invoice—made out by the authorities of the place he calls his home. The plan is simple as it is practicable. In several European cities, as well as foreigners, are not permitted to occupy a domicile unless provided with papers. The registry system is everywhere in vogue."

At present our immigration officers here in the United States exclude and deport persons known to be criminals and those suspected of an intention to lead immoral lives. Our New York importer's suggestion of extending that sort of surveillance may not be impracticable—and may in time be adopted—but it would perhaps be better to creep before we walk in this matter.

BRITISH MILITARY TRAINING.

Reports from London are to the effect that a scheme of compulsory military training, to be put into operation throughout the British islands, is now in preparation by the war office, and will be submitted to parliament in the near future. It is to be noted that the scheme is announced as one of military "training" and not of military "service." The choice of the words was doubtless dictated by political considerations, as the ministry would hardly like to face the known antagonism in Great Britain to compulsory military service. The use of the milder phrase is an easy way of evading the popular prejudice, while at the same time affording the government ample scope to introduce a system which will go far to increase the military efficiency of the kingdom.

The announcement of the program was made originally in the Morning mail, which in describing it said:

"The scheme provides for the military training (under the supervision of army officers) of all males between the ages of 18 and 22 years. The following classes, however, will receive exemption: Men who have served in the navy, ex-soldiers, volunteers, militia or imperial yeomanry, and the mercantile marine. The training will cover a period of four years. In their 18th year the youths will have two months' physical and other drill (including the use of arms). During the remaining years a fortnight annually will be utilized for advanced drill. Thus a whole period of three and a half months' training will be given, and by their 23rd year all young England will be capable of rendering their country excellent service in case of need."

It is estimated that the normal number of young men under training when the scheme has been put into full operation will be about 1,165,000. Of the total number, about 304,000 would be in the first year, while the remainder would consist of men in the second, third or fourth year of training, and, therefore, comparatively well fitted for good service in case of emergency. The plan is said to be the outcome of

an agitation and the work of the National Service League, and consequently will have a powerful body of support among the people as soon as it is submitted to the consideration of parliament.

WORLD WAR SEEMS PROBABLE.

The far eastern situation gives excellent promise at the present time of resulting in a world war. France has assumed a decidedly pro-Russian attitude, notwithstanding her officials have at long publicly deplored the Russo-Japanese complications because of their effect upon the European republic. But the French believe they see an opportunity to square accounts with their English neighbors, and it is to be presumed there will be enthusiastic observance of the Franco-Russian treaty.

Our own government seems to have become more easily involved than had been anticipated. Secretary Hay's note regarded as a master coup d'etat, appears to have successfully precipitated trouble for us, and to have involved us in the matter to an extent that will require our attention hereafter. Our interests in the orient are considerable, now that we have acquired the Philippines, and it will be necessary for us to protect them, no matter what the cost. That there is reason for alarm is manifest from the activity displayed by the war department, which is holding its transports and otherwise making preparations to cope with a contingency of grave import.

Perhaps the difficulties can be arbitrated, but all of the powers now seem disposed to ignore arbitration for the more effectual sword. Treaties must be respected, and in carrying out its agreement with Russia France is bound to offend some other nation. It seems but a short step to war. Certain it is if one of the European nations becomes involved the crisis will involve all of the other powers, and things appear to be rapidly shaping themselves in this direction.

THAT NEW PACIFIC RAILROAD.

The extension to the Pacific of the so-called Gould railway lines, which now terminate in Salt Lake City, will add another to the transcontinental lines of this country, says the Syracuse Telegram.

It seems almost improbable of belief that comparatively a few years ago there was only one railway to the Pacific which was completed during the Civil war. Within the memory of those still actively engaged in business throughout the country, stage coaches afforded the only means of crossing the Rockies, and such great cities even as Omaha and Denver were unheard of.

After the war the federal government was generous and wise in making large grants to Pacific and far western railroad companies, which made possible the gridironing of practically unknown territory with the railroads, which have been the prime factor in opening up, building up and developing the middle west and the far western territory. Without government aid the Pacific and other far western roads would not have been built in the 10 or 20 years in which they were constructed.

The new Pacific roads which are to be built will undoubtedly be constructed in a straighter line than were the old roads to the coast. Tunnels will be constructed through the mountains around which the present roads wind their way, and by the use of steel viaducts and bridges such heavy grades will be avoided as are encountered by the present Pacific roads.

The time to the coast will, therefore, be very materially shortened.

AN OBJECT LESSON.

The government transport Dix, which was secured for partial loading at Portland for loading only after the Oregon metropolis had pulled every string of her influence, is lying at the mouth of the Columbia weather bound. If weather conditions continue as at present she will remain there for days to come, and the experience of the government with the vessel will make it extremely difficult in the future for our Portland neighbors to secure transports for loading on the Willamette.

The Dix was 30 hours coming down the river. She was run on the top of the tides and averaged little more than three miles an hour. Had she arrived down during Thursday night, or even Friday morning, she could easily have got to sea, for the bar was smoothly up to 3:30. Her inland trip so delayed her that she missed a good bar and is now tied up here.

Notwithstanding this circumstance, our highly esteemed contemporary, the Oregonian, shouts out that it wants a 40-foot bar. What, in the name of the Snag Island jetty would Portland do with a 40-foot bar when 23-foot ships

can not, even during the winter months, make undelayed trips down the river? A 40-foot bar would merely give all the shipping of consequence to Astoria, and we have an idea that Portland is not wholly ignorant of this fact.

Every property owner should attend Tuesday night's meeting of the Chamber of Commerce. Astoria's greatest need is a sea wall, and the time is ripe for the undertaking. A good start has been made and we should push it along.

Extend the jetty, give the Chinook a chance and carry on the work at the mouth of the Columbia river without consideration for the depth of Portland's channel. Here is Astoria's policy in a nutshell.

The Call complains because easterners refer to San Francisco as "Frisco." This is the first instance on record where a paper has seen fit to complain because its town was being advertised.

Perhaps those 41 men who left the Chinook yesterday wanted pie for breakfast.

MARINES DOING FINE.

Scrutiny Conditions on Isthmus Are Excellent—Vessel Arrives.

San Francisco, Feb. 19.—The Pacific Mail Company's steamer City of Panama, Captain W. P. S. Porter, arrived Thursday from Panama and way ports. She brought 700 tons of cargo, treasure valued at \$25,000 and 42 passengers. The cargo included 1583 bags of coffee. The liner encountered fine weather and reached port on time. She was 22 days coming from Panama.

Among the passengers was Ferdinand Servat, United States consul at Ecuador, who with his wife has come home on a vacation. Such of the Panama's passengers as crossed the isthmus speak in glowing terms of the splendid work done by the United States marines, at present guarding the Panama railroad. Captain Porter says the sanitary problem of the isthmus seems to have been solved as far as the marines are concerned. Of the 1400 men on shore duty only seven have been reported sick, and these are only mildly affected with the low fever, from which formerly few escaped.

Passengers from New York say that on the steamer City of Washington, on which they traveled to Colon, General Silva Gondolphi, formerly minister of the state of Venezuela, took passage. The general was exiled to Paris by the Blanco administration, and is going back, he says, to stir up a revolution. He claimed to have on board the liner 8000 rifles, which he proposed to land at Costa Rica and there equip an army. Lieutenant Sweet, of the navy, also traveled on the City of Washington. His mission was to equip warships on duty at the isthmus with the Slavy Arco system of wireless telegraphy.

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Notice For Bids.

The undersigned will receive sealed bids up to twelve o'clock noon of Tuesday, March the first, 1904, at his office, room numbered 79, Concord building, Portland, Multnomah county, state of Oregon, for the hereinafter described property; said bids to be accompanied by a check for ten per cent of the bid tendered. The property to be sold consisting of all the real and personal property of the Rainier Mill and Lumber Company (except the accounts and cash on hand) which said property is now in the undersigned's hands and under the undersigned's control and which said property consists as follows, to-wit:

The n. w. quarter of section 16, township 11 north range 6 west, in Pacific county, Washington. Also contracts for stumpage on 360 acres known as Mitchell and Blaney claims, situated on Grays river, in the state of Washington; also all the logging camps and equipment and logs (approximately 1,500,000 feet), known as the Grays river logging camp, situated in Pacific county, Washington.

For further information concerning the said property call on or write to the undersigned at his above address. The undersigned reserves the right to reject any or all bids and any sale made is subject to the confirmation of the circuit court of the state of Oregon, for the county of Multnomah.

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