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### REMAINING A BACHELOR.

President Schurman of Cornell university might find himself hard pressed if required to give a satisfactory reason for his assertion that every man is under an obligation to marry and provide for a wife and family. "I have no patience," he said to this year's graduating class, "for the college graduates who deliberately elect bachelordom. In this country, where there is no place for drones and idlers, the primary duty of every man is to earn a living, but this is the lowest expectation that can be had of you. It is equally your duty to provide for a wife and family. The college man who deliberately leads a single life, whose social circle is the club, and whose religion is a refined and fastidious epicureanism, is not a man. It would not be worth while maintaining colleges and universities for the production of froth like that."

If this obligation exists, who imposed it and to whom is it owing—to the state, to womankind or to the man's self? Christianity does not teach that it is a man's duty to enter matrimony. On the contrary, the oldest Christian tradition exalts virginity and celibacy as a more sanctified state than wedlock. And if President Schurman does not base his proposition on a religious ground, on what does he base it? Surely no agnostic will contend that the natural or physical law commands a man to marry and cleave to one woman and multiply like the seed of Jacob. The agnostic doctrine is that the survival of the fittest is the law of the universe, and of this doctrine a corollary is that each man must look out for himself. According to the agnostic theory, there is no such thing as duty, and the guiding motive of conduct should be self-interest. True, men feel that they have duties, and they respond to generous impulse, but in this they are illogical. It is only because we are inveterately illogical that we continue to be human.

But whether or not men are under an obligation to marry, it is a truth, derived from experience of human nature, that a preacher will never drive a man to marry by telling him that it is his duty. Men marry, as other men elect to be bachelors, because that course seems the pleasantest to them. An argument showing conclusively that marriage is worth a man's while—and such an argument would not be difficult to compose—would carry more weight and bring about more marriages than a sermon threatening anathema and hell-fire to bachelors.

Perhaps the wisest disposition of the whole question would be to leave it to the women. Men will fall in love and marry, when the right girl, and sometimes when the wrong girl, comes into their ken. Neither an epicurean, a cynical nor an agnostic philosophy—if they are not the same—will prevent a man from taking a wife when the fit seizes him. Philosophers may reason on one side or the other of this issue, but human nature will not change, and so long as we have human nature as it is, we shall have marrying and giving in marriage.

### THE FUTURE OF THE SUBMARINE.

Almost simultaneously with the departure of Mr. Lake's Protector from this country, for use by either Russia or Japan in the east, a paper on the possible improvement of the submarine boat was read before the United States institute in London. It was presented by Alan H. Burgoyne, who, though not himself a military man, is the author of much the most complete book ever written about this type of vessel. In the formal discussion of Mr. Burgoyne's views by naval experts his recommendations received no hearty approval, yet even the unfavorable comment which was elicited doubtless exercised an educating influence on many of the auditors.

The most radical of Mr. Burgoyne's propositions was that the submarine should be larger and very much faster than it is. He would have it equal the destroyer in both tonnage and speed. No doubt something can be said for such a policy, but many more reasons can be advanced for retaining the present low speed and small displacement. The primary function of a submarine is the defence of a naval base against blockaders. A comparatively limited radius of action is necessary, and there seems to be

little chance of such a boat being obliged to operate in particularly rough water. It is not yet obvious that a greater speed than eight or ten knots on the surface, or five or six when fully submerged, would increase its efficiency. Being concealed when at work, it should not be necessary to run. As its prey would lie at anchor or would scarcely move, there would be no need of pursuit. On the other hand, the additional size which would be requisite if a high velocity were developed would sometimes be a distinct disadvantage at a critical moment. The quickness with which submergence can be effected depends largely on the bulk of the boat. A delay of a minute or two might lead to detection and annihilation. The smaller the submarine the sooner she could get out of sight.

Furthermore, if it were ever desirable to transfer a submarine in a hurry to a point several thousand miles off, it would be much easier to put her on a battleship, cruiser, transport or freight train if she weighed only 75 or 100 tons than if she weighed from 300 to 500 tons. More small boats than large ones can be built and equipped for the same sum of money. Finally, a given store of powder would probably give a boat a greater mileage when submerged if she were driven five miles an hour than if she ran at twice that speed.

It was also suggested in the talk before the United States institute that the submarine should be provided with a small rapid fire gun. This idea seems even more absurd than the other. Such a boat should defend herself by getting under water, not openly fighting an antagonist which would be both faster and bigger than herself. Indeed, a gun would be worse than useless. It would be an incumbrance, adding to the weight of the submarine and requiring special protection from water during periods of submergence—that is to say, if it were mounted outside of and on top of the boat.

No one imagines that the submarine has yet reached its full development. The fact that nearly every naval power has a model which differs more or less from that of the others shows that there is no absolute agreement in regard to essentials. This diversity will help the evolution of the ideal craft, but much more can be learned from peaceful maneuvers and practical tests in real warfare. If both Russia and Japan should try even imperfect boats before the close of the pending conflict in the east, the demonstration could hardly fail to prove valuable to the rest of the world, as well as to themselves.

### QUESTIONS OF IMMIGRATION.

Questions of immigration are becoming exceedingly acute consequent on the cut-rate war of ocean steamship companies, says the Commercial-Tribune. Offers of steerage passage to immigrants from continental Europe at \$10 a head, with fare from Liverpool put at \$8.50, ought to be sufficient to arouse public opinion to the grave dangers that will inevitably result from an influx of immigrants of the \$10 and \$8.50 class. The immigration laws are ample in their provisions, and there would be little danger if the ocean companies had the slightest regard for the law or for anything but rivalry between themselves. The force of inspectors is inadequate, but it will become grossly inadequate and inspection will, of necessity, be a farce as the news of the cut-rate offer is spread over Europe with certain continental powers only too ready, at all times, to rid themselves of an undesirable population by aiding it in being dumped on American shores.

Even without the cut-rate offer, the high tide of immigration of 1904—more than 1,000,000—was being overtaken by the still higher tide of the first five months of 1904, and the cut rate will bring the tide to an appalling height unless checked. No more important subject could, possibly, be presented to the next congress. The doors of the United States always are open to the desirable immigrant. But the desirable immigrant is not of the \$10 nor of the bargain counter \$8.50 class. The open doors of the United States are not for the undesirable class. As an illustration of the avidity with which the cut rate has been accepted it is only necessary to cite the fact that the port of New York alone received 15,000 of the class during the week ending last Saturday, or at the rate of 780,000 annually. Possibly the steamship companies may be the means of arousing congress to its duty.

One of the dreams of medical men is likely to be realized in the near future. Few drugs will be swallowed or taken into the stomach unless needed for the direct treatment of that organ itself. By the medium of electric currents drugs will be applied to various organs through the skin and flesh, and the treatment will be painless.

A Chicago doctor has prepared a paste which if applied to the face and left about five minutes, a man's whiskers will rub off and his face will be as smooth as when shaved by a barber. Isn't that great, but hold on, a few applications will fix the whiskers problem and they will not sprout.

The value of silk goods made in the United States last year was \$121,662,500.

### CAPTAIN TURNS STEVEDORE.

Master of Schooner Evans Saves Money Loading Cargo.

Unusually quick dispatch was given the American schooner David B. Evans which is ready for sea for Shanghai, China, with 1,001,000 feet of Oregon fir. The vessel arrived in the harbor on June 8 and two days later began taking on cargo. It required just 16 working days to get her ready for the sea. Frequently four or five weeks are consumed in putting the amount of lumber she carries into a vessel's hold.

By employing longshoremen himself to do the loading instead of making a contract with the stevedores, Captain C. H. White, commander of the Evans, says he saved \$200. He estimates that this amount will be sufficient to meet all expenses of discharging the cargo at Shanghai, and he will be just that much ahead by the transaction. The captain explains that the stevedores wanted 90 cents a thousand feet for putting the lumber aboard. Believing that the rate was rather high he departed from the customary rule and became a stevedore himself. He employed longshoremen at the union rate of wages of 40 cents an hour and after figuring up his expense account he declares that it cost him an even \$700 to get the cargo aboard. Had he given the contract to the stevedores he says he would have been obliged to pay out \$900 for the work.

Until recently the cargoes have been loaded on the American lumber carriers by the ship's crew. But a short time ago the longshoremen's union concluded that its members were entitled to the work and a rule was passed by the organization to that effect. So far the captains have respected the union's stand in this particular, and do not insist on pressing their sailors into service while in port, although by doing so they claim that it would represent a big saving to their owners. The sailors only get \$25 or \$30 a month, while the longshoremen receive 40 cents an hour.

To save the necessity of paying his sailors to live in ease and idleness while the longshoremen were loading the vessel the captain paid them off, and they came ashore. When it came time to get men to sign to make the outward trip he experienced some difficulty. Finally he secured a crew from the sailor boardinghouse men, paying at the rate of \$35 a head, and so he lost something on this transaction. During his short stay in port the captain asserts that he has had wide and varied experiences with stevedores, longshoremen, sailors and boardinghouse men.

On her last voyage from and to this coast the Evans made a good record. She carried a cargo of lumber from Gray's harbor, discharged it and went to Newcastle and took on coal which was taken to Honolulu. She discharged the coal and sailed for the Columbia river, arriving here in just six months and 11 days from the time she set sail from Gray's harbor.

### HOW OREGON WILL VOTE.

In the opinion of Whitney L. Boise, chairman of Multnomah republican central committee, Oregon will give Roosevelt as big a majority in November as it gave Supreme Justice Moore at the recent election. In speaking of the presidential election Mr. Boise said:

"Usually, in presidential elections, the state is so absolutely conceded to the republicans that I doubt if as large a vote will come out or be cast as at the June election. At the same time the democratic vote will probably fall short, too, and on account of Roosevelt's great popularity in Oregon I believe the plurality for him in November will be as great as for Justice Moore in June. The state being largely republican, the falling off in the vote will count mostly against that party, but the strong feeling for Roosevelt ought to counterbalance the shortage."

"What democrat would poll the biggest vote against Roosevelt?"

"I believe either McClellan or Francis would get a bigger vote than any other democrat. No; I will give no reason for my belief."

## LAZY LIVER

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