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**JAPANESE COURAGE AND WHITE COURAGE**

In one of the many thousands of letters which come to the editor, a reader praises the courage of the Japanese soldiers, and wants to know if that courage is not superior to anything displayed among the white races, says the Examiner. He thinks that credit should be given to the Japs, and that white people should acknowledge their own inferiority, so far as physical courage goes.

The Japs are certainly brave. No one could die more willingly than they do for a good cause. In fact, they push bravery almost as far as foolishness, when whole crews commit suicide by drowning and officers disembowel themselves rather than surrender honorably to the Russians.

It is not a fact, however, that the courage shown by the Japanese in their submarine boat experiments, in their volunteering for desperate tasks, is in any way superior to the white kind of courage.

The French boys read the story of the soldier who tried to detain the enemy's rowboat, although he was unarmed. He held on to the boat with his right hand until they hacked the hand off; then held on with his left hand until that was cut off. He died from loss of blood, naturally—he certainly was as brave physically as any Jap.

During our trifling little skirmish called the Spanish war the volunteering of Hobson's crew proves that there is no trouble finding men willing to face a risk, or even a certainty of death.

In fact, courage in action, before the enemy, is so common, so universal with us, that it is the absence of courage, and not courage itself, which attracts attention.

Real courage is that which risks and accepts death coldly and calmly without the incentive of a fight, or without the Oriental belief that the dead soldier is transferred instantly to a sort of houchi-couchi heaven, full of entrancing hours.

How many of us could tell the story of the David—the submarine boat built at Mobile in 1863 by the confederates? She was more of a death trap than a submarine boat, yet there was no trouble finding crews for her. After she was built it was necessary for some men to experiment in her to see if she could be used. On her first trial the entire crew of eight were drowned. At the next attempt, her dome being open, she was sunk by the wash of a passing steamer. Only one man escaped, by climbing out of the hatchway as she sank. He was the confederate officer in charge of her.

He took her out again, having got another crew. Another accident happened; five of the eight men were drowned, the officer in command again escaping. This same officer organized another crew to try the boat, for he felt that his cause demanded that she should succeed. She was ballasted defectively, so that instead of sinking on a level keel she dived headforemost into the mud. Every man on board, including the commanding officer, was dead when she was brought to the surface.

There was no trouble in finding another crew, and this crew took her out against the Housatonic, a federal vessel, four miles off shore. The little submarine blew up the Housatonic with a torpedo, but sank in the operation—and again her entire crew perished.

As long as the south and the north can produce crews and commanders of that kind this country can recognize the courage of the Japanese without necessarily admitting their superiority.

**VALUE OF STATE ORGANIZATION.**

There is no movement recently started that deserves more hearty encouragement than that to systematically advertise the state through organizations for that purpose, says the Portland Journal. In this respect Oregon has never put its best foot forward. Unless a man actually came to the state and saw for himself he had no real means of knowing just what we had here and the advantages afforded as a section in which to settle. For this reason chiefly Oregon now presents the best opportunities of any of the states to those who seek new homes with the certainty that conscientious work will bring about the best results that could be expected anywhere.

Within the past four years a tide of settlers has set in this direction, small at first but steadily growing each year as the new comers spread the news and thus helped to attract their friends and acquaintances. The railroads for their part have done their full duty in this respect not only in scattering attractive literature but in reducing rates so as to induce the right sort of settlers to come here and examine things for themselves. Other public bodies have aided in the work but yet it altogether was not nearly so far-reaching and systematic as to completely meet the demand.

It is now proposed to go far beyond anything heretofore attempted not merely to advertise the country, but its products and to make them stand forward as they do in the enterprising state to the south of us. This is a big undertaking and it requires general co-operation to make it a complete success. It is not the work of one section or of one class of people for a special interest, but it should be made the work of all the sections and all the people for the whole state. It should be appreciated that anything done for any part of Oregon will surely help every other part of Oregon and that no part can be very prosperous without the other parts feeling some benefit from it.

Some time ago we called attention to the fact that the state does not get the benefit it is entitled to out of the fruit for which some of its sections are pre-eminently celebrated. All of this should be remedied and it will be remedied when the state organization gets in full working order. To this movement everyone should lend a willing hand. If that is done we venture the prediction that the growth of the state and its various cities in the next 10 years will be so amazing as to attract the surprised attention of the whole country. Those who live here know that all that is required is for the state's resources and advantages to be known. Once a man comes here to see for himself it is almost a matter of course that he becomes a resident and property owner. The whole problem then is solved when people are induced to come here and this is why the work of the associated organizations of the state will be at the basis of our future growth and prosperity.

**THE PEOPLE'S TRUST.**

"Billions Staked in Gambling with Death" is the way a New York paper heads a report of the past year's life insurance business of the country. That expresses concisely an old delusion that it not entirely extinct, says the Saturday Evening Post. Many people used to refuse to take out life insurance because they thought it wrong to bet, and others because they would not go into a game in which they "had to die to win."

But the mere statement of the magnitude of the insurance business is enough to show how these ideas have been outgrown. This is not such a nation of gamblers that its people would bet \$18,000,000,000 on a game of any kind. The truth is that the gambling is on the other side. The man who does not insure bets that he will live. If he wins he saves a little premium; if he loses he leaves his family unprotected.

Insurance has now become a recognized form of property. If the holder of a policy dies its value goes to his heirs; if he lives he can collect it himself. The latest statistics show that in Philadelphia alone the amount of insurance in force is nearly \$900,000,000—equivalent to the entire bonded national debt of the United States. In New York it is about \$2,300,000,000, or nearly four times the market value of the Standard Oil Company.

The people of the United States are carrying life insurance policies about equal to the nominal capital of all the trusts and all the railroads of the country combined. They represent a sum substantially equivalent to one-fifth of the entire estimated wealth of the nation, public and private. There are five life insurance companies each of which has policies outstanding equaling or exceeding the interest-bearing national debt. The old-line companies have, all told, about 18,000,000 policies in force, and there are over 5,000,000 members in the fraternal insurance orders. It is safe to say, therefore, that at least 10,000,000 heads of families, representing 50,000,000 people, are carrying life insurance of some sort. It is the most gigantic co-operative enterprise in history. It is a voluntary pension scheme on a scale that dwarfs anything attempted by any or all of the paternal governments of Europe. Its scope is extending so rapidly that there will soon be hardly a family, outside of the "submerged tenth," without a share in its protection.

The American people are now taking out new insurance at the rate of \$8,000,000 a day—probably three times the present cost of the Russo-Japanese war to both the combatants combined. When we are worrying about the concentration of wealth in the hands of the trusts we may console ourselves with the contemplation of this tremendous popular savings agency, whose operations throw all the trusts put together into the shade.

It remains to be seen what effect it will have on the doings in 1908 if Senator Fairbanks delivers Indiana and Mr. Roosevelt fails to capture New York.

**The Pan-American Railway**

In the United States they continue to cherish the scheme of an inter-continental railway which will connect the systems of North and South America through the isthmus of Panama, and ultimately create a continuous line from New York to Buenos Ayres. The report of the commissioner appointed to study the possibilities of the question has now been published, and he points out that certain important events have been working together of late to give it a more hopeful aspect. Mexico has been gradually working its systems down to the Guatemala border, and has now only 172 miles to go to reach it. It is still prosecuting the work in that direction, while the Central railroad of Guatemala is coming northward to meet it from the capital of that republic. Intersecting this there is to be a route between the oceans, and an extension to the boundary of San Salvador is said to be only a question of time. Negotiations are going on for a line through Nicaragua, and a similar activity is beginning to appear in Costa Rica. The United Fruit Company has lines on the Atlantic coast which it proposes to extend to Boca del Toro, in Panama. At the same time, says Mr. Pepper, indications have become more favorable at the South American end. The boundary dispute between Argentina and Chile has been settled, and the latter country has concluded an arrangement for the construction of a tunnel through the Andes under the government guarantee, which will result in connecting Buenos Ayres and Valparaiso. The trouble between Brazil and Bolivia over the Acre rubber region has also been settled. Argentina is extending its northern railroad lines, not only to the border of Bolivia, but beyond to Tupiza. Bolivia is also to receive an indemnity of 2,000,000 from Brazil, and President Pando has recommended its use for securing further railway credit and the development of lines which would become links in the inter-continental route. Peru is also being moved by foreign enterprise to the development of her mines and the establishment of better railroad communications. Colombia is in an unsettled state, but an event of great promise is the independence of Panama, and the undertaking of the Inter-oceanic canal by the United States. The link of greatest difficulty and uncertainty in the scheme is the long one through the isthmus and the republic of Colombia; but this is by no means regarded as impracticable to construct. Mr. Pepper declares that at the present time only 4,800 miles of railway are lacking, all the way from Mexico to Argentina, to make the system complete, and over this distance "much of the work is going on" within the different countries. The entire cost of the construction is set down at 30,000,000, but it would probably work out at very much more, and one doubts if it would ever pay.—Engineering.

**THINGS RUFUS HAS NOTICED.**

I've noticed that the man that seemed to think he was in the biggest hurry was the one that stopped longest to see which dog licked.

Deekin Pelter consienushusly don't believe in prize-fightin', but I've noticed that he always gets up 'bout sun-up to git the paper the mornin' after two pugs has fit.

I've noticed that the woman that squeels the loudest at a mouse genly is the one that catches a burglar when he mistakenly concludes to visit her house.

I've noticed that children don't always honor their father and mother, but when I look at the old folks, dinged if I always blame the kids.

Wimmin is graceful creechers, but I've noticed that it's blame hard to make a man b'leeve if he watches one gettin' off a movin' street car.

I've noticed that some fellers take their reelegion 'bout like they take their pills—sugar-coated an' in small doses.

Anyway, conscience is a queer critter. I've noticed that them it goads most is them that needs it least.

I've noticed that I do too dern much noticin'. Ef I hadn't set here noticin' things for the last half hour I might o' had the taters hoed by now.—A. J. W., in Sunset.

**Capital City is Growing.**

A recent census of the city of Olympia gives its population at nearly 8,000. And yet some people will tell you that Olympia will never make a large city in spite of these figures showing that she has more than doubled in population during the past four years.—Olympia Chronicle.

**Paint Makes a Difference.**

It was remarked recently that a larger percentage of the buildings of Centralia are being painted and repaired than in any of the adjoining cities. Let the good work go on. The finest residence looks cheap if unpainted and uncared for, while the humblest cottage looks ornamental if neatly cared for and painted.—Centralia Chronicle.

**No Pity Shown.**

"For years fate was after me continuously," writes F. A. Gullidge, Verbena, Ala. "I had a terrible case of Piles, causing 24 tumors. When all failed Bucklen's Arnica Salve cured me." Equally good for Burns and all aches and pains. Only 25c, at Chas. Rogers' drug store.

The beer that made Milwaukee famous—Schlitz—is always on draught at The Grotto. Otto Mikkelsen, proprietor.

Two millions of London's inhabitants never go to church.

# PILES

"I have suffered with piles for thirty-six years. One year ago last April I began taking Cascarets for constipation. In the course of a week I noticed the piles began to disappear and at the end of six weeks they did not trouble me at all. Cascarets have done wonders for me. I am entirely cured and feel like a new man."—George Kryder, Spokane, W. T.



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Figures recently published in Christianity show that the amount of money sent home from the United States by immigrants from Norway last year was \$2,750,000.

Lititz (Pa.) pretzel factories turn out 7,000 pounds of pretzels every week.

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