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TERRORS OF TRANSITION.

Such hideous tragedies as the Iroquois theater and the General Slocum calamities are milestones that mark our progress from one state of society to another, says the Saturday Evening Post. This country was founded on the basis of individual effort. For generation after generation the habit of self-help has been bred into American bones. The first settlers built their cabins in the woods and plowed their lonely fields with their rifles on their backs. When they traveled they rode on their own horses or in their own boats. If they found it necessary to patronize a stagecoach or a public packet it never occurred to them to depend upon anything but their own vigilance for safety. When they gathered in public meetings they never thought of asking whether an official had inspected the assembly hall.

But there is no longer room for that old individual independence. Nobody can live his own life in the settled parts of America now—the country is too crowded, and modern inventions are bringing the people into too intimate relations. If you pay 10 cents to be carried five miles on a great railroad you hire an organization of a hundred thousand men directly, and millions indirectly. The old-fashioned farmer too his solitary chances on weather and insects—now the government maintains a vast department to tell him when it is going to rain, and how to kill weevils! and it has set aside \$20,000,000 as the mere beginning of a scheme of irrigation.

The primitive American who wanted to consult his lawyer could find him safely seated on a cracker box in front of Si Slocum's store. Now you shoot up to the 20th floor of a skyscraper, and your life depends on the fidelity of some unknown elevator inspector.

Wherever you go and whatever you do you are one an inspector's train.

We have not yet become thoroughly adjusted to this modern solidarity of society. But we are learning, and every new terror of the transition period brings our education nearer to completion.

MR. BRYAN'S REFORM MEASURES.

The following editorial utterance of the Portland Journal, which evinced a most friendly attitude in William Randolph Hearst's presidential candidacy, will prove of interest as showing that Mr. Bryan and his ideas are not yet acceptable to even some admirers of the California friend of the editor of the Commoner:

Mr. Bryan has announced, with his usual candor and clearness, the policies which he thinks the democratic party should pursue, and to the support of which he will, after the present campaign, labor to reorganize—the democratic party. A large portion of the democratic party, especially in eastern states, do not and will not agree with any of Mr. Bryan's reorganizing policies or purposes. Another faction agrees with some of them, or partly agrees. Still others cordially indorse Mr. Bryan's position all through. So the party is divided, but that is not a bad sign; rather a good one; for it indicates three things: life, thought, and a large degree of personal independence.

Mr. Bryan, while still clinging to the theory of bimetalism, admits that this question, owing principally to natural events, or such as are outside the range of politics, is now in the background, and need not be considered. He takes it for granted that Judge Parker, if elected, will stand against "imperialism," this is, the government of the Filipinos permanently without giving them any definite political status, and so he does not discuss that.

But Mr. Bryan will urge the democratic party to adopt and stand for, as specific planks of its next national platform, four things in particular: State ownership of railroads, government ownership of telegraph lines, municipal ownership of public utilities, and an income tax.

On three of these propositions Mr. Bryan is ahead of his time, but the world moves swiftly these days, and he is yet a young man and may see them come to pass, to a greater or less extent. He doubts the advisability of government ownership of railroads because this would add immensely to the centralization of power in the federal government. It would

also put too powerful a lever in the hands of a political party in power, and render it difficult if not impossible to dislodge a party, however corrupt and offensive it might be. But Mr. Bryan would have state ownership of the railroads, the states co-operating through a commission composed of members from each state. This idea, if not new, is one that has scarcely been discussed at all. It involves a tremendously big subject, and while Mr. Bryan may have hit upon the best solution of the railroad problem, it is unlikely that he could carry a very large fraction of the people with him on this question in the near future. Great difficulties are in the way of carrying out such a project, yet the time is undoubtedly coming when the people will either take over and operate the railroads, or else exercise far greater control of them than they do now.

The other propositions, while large, are simpler, and as to them Mr. Bryan will have many followers from the beginning, and they will increase. There is no very good reason—except the one mentioned as being an objection against government ownership of railroads, which does not apply in so great a degree or with so much force here—why the government should not own and operate the telegraph systems as well as the postoffice and mail carrying business. It could undoubtedly do so at a great saving to people who have occasion to use the telegraph. Yet this project also is one that may have to wait a considerable time. There is no general or urgent demand among the people for this change, and until this demand arises, from a need actually and quite generally felt, the masses of people will take but little interest in it.

Municipal ownership of public utilities is not properly a national question, but for cities, and state legislatures that pass city charters or authorize cities to frame and pass their own charters. Municipal ownership will gradually increase, but in this country it is as yet largely experimental, and progress along this line will be made slowly, and all the better so.

As to the income tax, Mr. Bryan ought to have a favorable audience of a great majority of the American people. Men with large incomes and all sorts of tax-dodgers, of whatever party, will oppose an income tax, of course, but the masses ought to insist upon it, as not only a democratic but a just and equitable policy.

Mr. Bryan is really a good democrat, but he must learn—must have learned to some extent already—that politics is a mighty practical thing, and in it a man or a party must deal with things as they are, not as he or it thinks they should be. It is the condition that always confronts us, and the theory often beats its wings against it in vain. It will take a very long time to reform the world greatly or radically, though something reformatory can be done all the time. Mr. Bryan is a reformer, but for large results he must wait, perhaps till he is old. He will do good as he goes along; he is sowing good seeds, and some of them will fall on good ground; but the full harvest he hopes for will be of slow growth.

The Association of German Tool Manufacturers has urged the imperial government to prevent the further inroads of American manufacturers upon their special branches. It is claimed that in the first quarter of the years the import of tools had more than doubled, having increased from 245 tons to 526 tons, and that in the second quarter the increase threatens to become even larger. Special emphasis is laid on the fact that the United States government levies a tax of 45 per cent on German machines, against the German tariff of 5 per cent and they insist that German machines are in no wise inferior to the American, and that there is no need whatever for the introduction of American machines and tools into Germany.

An electric railroad is to be built up Mont Blanc, on the plans of M. Balot, an engineer of great ability. The cog wheel system used on the Jungfrau road will be employed, and the railroad, which will start from a point 3,260 feet above the sea level, will terminate only 810 feet above the summit of the mountain. The tourist will be 14,970 feet above the sea when he steps out of the cars. In making the ascent of the 11,710 feet from the starting point the road will traverse nearly 11 miles, to lower the grades as much as possible and obtain the most favorable conditions for construction.

If any one doubted that China is striving to enroll herself among the progressive nations of the 20th century and to drink to the fountain of western civilization, let the doubt resolve itself into the certainty of positive assertion that the Flowery kingdom has at last sat up and is taking heed notice of what is best in the world. Fifteen high class Chinese youths, dominated by a high purpose, have come among us to be educated in our colleges of learning, and we share their opinion that they have chosen the best in the world.

The Eiffel tower is to be equipped for wireless telegraphy, making much the loftiest structure from which messages can be sent. It will probably produce extremely interesting results. The French government is active in this use of the great tower for scientific purposes.

Correct Clothes for Men



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VERY man's wardrobe should contain an *Aquaproof* Rain Coat. Here's a real rain coat—one that actually keeps you dry without heating you up or smelling musty. This label



and the word *Aquaproof* guarantee every coat. You don't have to wait for wet weather, either; it's a stylish dry weather overcoat in the bargain.

Equal to fine custom-made in all but price. The makers' guarantee, and ours, with every garment. We are Exclusive Distributors in this city.



MANY LIVES ENDANGERED.

Water-spout Appears at Cayuga Lake, but No One Is Lost.

Ithaca, N. Y., July 25.—The lives of many persons out sailing on Cayuga lake have been put in jeopardy by the sudden development of an enormous water spout. Without warning a whirling mass of water at least 150 feet in diameter and reaching up to the clouds started from the east shore of the lake, just north of this city and with remarkable rapidity traveled more than a mile across the surface of the water toward the west.

The mass was shaped like an hour glass and was partially enveloped in spray. The surface of the water over which it passed was churned into a foam. Fortunately no boats happened to be in the path of the spout.

Ardova Is at Suez.

Suez, July 25.—The British steamer Ardova, which, after being fired at by the Russian volunteer fleet steamer Smolensk, was seized by that vessel, has arrived here. She is flying the Russian naval flag and has a prize crew on board. It is declared her destination is a Russian port.

The British cruiser Venus has anchored close to the captured steamer.

Advertised Letter List.

List of letters remaining unclaimed for 30 days at Astoria post office July 25, 1904:

- Anderson, Jacob.
- Auglis, Mitchell.
- Azar, Miss Hazel.
- Bean, E. H.
- Bony, Hattie.
- Carper, C. W.
- Complita, Mr. D.
- Cramm, H. L.
- Etock, Mrs.
- Gore, Geo.
- Hamilton, Mr. Clayton.
- Hall, Mr. John.
- Holland, Jerry.
- Irving, Mr. Thomas.
- Janes, Mrs. A.
- Johnson, Mr. Henry.
- Keaty, Henry.
- Kein, J. S.
- Klinger, B.
- Lloyd, Mr. Geo. F.
- Marki, Mr. Julius.
- Milam, Thos. R.
- Morton, Chas.
- Peterson, Mr. Samuel.
- Sandstrom, M.
- Silve, F. W.
- Speler, Mr. Jacob.
- Thompson, Mrs. Lon.
- Wilson, W.
- Wilson, A.
- Wilbert, Mr. Orus.
- Zigman, Mr. R.

Foreign Letters.

- Hansen, Julianna.
- Hanen, Miss Hilberg E.

BAD BLOOD

"I had trouble with my bowels which made my blood impure. My face was covered with pimples which no external remedy could remove. I tried your Cascarets and great was my joy when the pimples disappeared after a month's steady use. I have recommended them to all my friends and quite a few have found relief."

C. J. Fusch, 97 Park Ave., New York City, N. Y.



Best for The Bowels. GANOF CATHARTIC. THEY WORK WHILE YOU SLEEP. Pleasant, Palatable, Potent, Taste Good, Do Good, Never Sickens, Weakens or Grips, Inc. Sold in bulk. The genuine tablets stamped C. C. C. Guaranteed to cure or your money back. Sterling Remedy Co., Chicago or N. Y. 600 ANNUAL SALE, TEN MILLION BOXES

Clothes For Summer Wear



Here's the new double breasted outing Varsity, one of Hart, Schaffner & Marx latest styles. It will be popular for men at summer resorts, which is one of the reasons why it will be popular for wearing at home.

We'd like to see you in one of these suits, just to see how Hart, Schaffner & Marx clothes look on a good looking man.

Of course, if you get the suit on and want to keep it, the price is low enough

\$12.00 to \$25.00

P. A. STOKES One Price To Everybody

The TROY Laundry

Is the only White Labor Laundry in the City. Does the Best of Work at very reasonable Prices, and is in every way worthy of your patronage. Cor. 10th and DUANE STS. Phone 1991

PRAEL & COOK TRANSFER CO.

Telephone 221.

Drying and Expressing

All goods shipped to our care will receive special attention.

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Corner Eighteenth and Franklin

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Branch Uniontown, - - Phones, 711, - - Uniontown, 713

A. V. ALLEN,

Tenth and Commercial Streets. ASTORIA, OREGON.

ANDREW ASP, BLACKSMITH.

Having installed a Rubber Tiring Machine of the latest pattern I am prepared to do all kinds of work in that line at reasonable prices. Telephone 291.

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