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DEATH IN THE COACHES.

There is now under way in England a widespread movement that may well find an energetic and determined counterpart in the United States. The English traveling public has been aroused to the serious menace involved in the unsanitary condition of railway coaches, which, in their uncleanness and in the manifold inconveniences of their construction, have become recognized agents for the dissemination of disease. Travelers' associations are being organized, the indorsement of physicians, men of affairs and the public generally has given unquestioned dignity to the campaign of reform, and representations, strong enough to demand attention, will be made to the transportation companies to correct the evil.

If conditions in England warrant so emphatic a discussion, it is palpable that in the United States, where the traveling public is much greater and where the movement of all classes and character of people is practically without supervision, the urgency of protection is immediate. The menace of railway coaches as carriers and distributors of disease has been a subject of desultory consideration in American medical journals; but while the existence of the evil has been accepted, no popular interest, designed to suppress it, has been aroused.

First-class transportation in the United States is such, generally speaking, only from the point of view of fare, not accommodation. Provision is yet to be made for ordinary comforts and the common deencies of intercourse between men and women. Efforts have been made, in warnings earnestly and repeatedly made, to protect travelers from the germs of tuberculosis, but nothing further has been done. The railroads will not take the initiative and the public, victims of unsanitary, crowded, dark and dust-laden coaches, seem not inclined to do so.

Common sense, fortified by the conclusions of medical science, dictates that railway coaches should be well lighted, completely ventilated and so constructed as to be subjected in every interior part to sunshine. Draperies, cushions and all the unnecessary gimeracks of ornamentation that collect and hold dust should be replaced by comfortable, durable, washable stuffs. The dust of railway coaches is germ-laden and its burden is disease, inhaled by the susceptible.

Another feature of reform in American travel, and one that sooner or later will be recognized as absolutely vital, is the separation of passengers unfortunately afflicted with infectious disease from travelers not so conditioned. One of the transcontinental railway companies has suggested such an arrangement in its service, but the proposal has met with the apathy of the public. That the evil is insidious and in its discussion cause is so difficult to trace from effect are not sound reasons why the matter should not be one of immediate public concern.

Travelers' associations should be formed in the United States, communities should interest themselves in an affair so intimately associated with their health, transportation companies should be asked to remedy evils easily overcome, and if necessary legislative action should be invoked to accomplish the result.

TIBET.

The fact that the inhabitants of Lhasa, the "Forbidden city"—the capital of Tibet—have witnessed the entrance of the Younghusband expedition into that sacred town with scarcely the turn of an eyelash dispels another moss-grown illusion. Steeped, as the Tibetans are, in Buddhist superstition, it was supposed that they would literally fling away their lives to prevent Lhasa, the seat of the grand lama, from being profaned by the footsteps of an infidel. Instead, they have simply acquiesced to the argument of the superiority of British guns, says the New York Commercial.

The ostensible motive of the present expedition is the establishment of more desirable trade relations between Tibet and India. Great Britain claims that the Tibetans have not observed the terms of the treaty which the latter made with that country some years ago, and Colonel Younghusband was deputed to make new arrangements on this score. Evidently, Great Britain had cause for complaint in this respect but, in view of the fact that Tibet constitutes a "buffer state" between Russia and India, it is hard to believe that the Younghusband expedition

was undertaken solely from commercial motives. Great Britain desired to protect India from encroachments from the north—in other words, encroachments by Russia—and she has apparently taken advantage of the circumstance that Russia was engaged in war with Japan to make Tibet secure against Russian occupation. Tibet is really a dependency of China and, as China is openly in sympathy with Japan in the present far east conflict, Great Britain undoubtedly has the consent of that power in her movement against the mysterious land of the grand lama.

While the British occupation of Tibet may be another case of gratification of British "land-hunger," the event can hardly fail to make for civilization. British rule, nowadays, is never reactionary. Great Britain may, in order to protect herself, sometimes adopt means that put the moral law to strain, but the countries that come under her sway are the better for it in the end—as witness Egypt today. Tibet, the land, hitherto, of "shrouded mystery," will meet no doubt, with similar treatment.

The time has passed when any part of the human race can say to the civilizing forces of the world, as to the land it occupies, "Keep out!"

TRADE WITH THE BELLIGERENTS.

The assertion is occasionally made that our commercial relations with Russia are more advantageous than those with Japan. This remark might have been justified 10 years ago when our exports to Russia were considerably more than our exports to Japan, but all this has changed, says the Ledger. In 1897 our exports to Japan for the first time exceeded our total exports to Russia and Asiatic Russia, and for the last seven years Japan has been a better customer for American goods than the Russian empire. In 1894 the total value of American products exported to Japan was \$3,986,815, while Russia, including Asiatic Russia, purchased \$6,991,330 worth of American products. But for the year ending June 30, 1903, the total exports of American products to Russia were valued at \$16,971,690, while our exports to Japan were valued at \$20,933,692. Ten years ago the Russian market was worth \$3,000,000 more than the Japanese to American exporters. The year before the outbreak of the present war Japan purchased \$4,000,000 worth of American goods more than Russia. Our exports to Japan increased \$17,000,000, or at the rate of 425 per cent, while our sales to Russia increased \$10,000,000, or at the rate of 140 per cent.

On the other hand our imports from Japan increased from \$19,425,522 in 1894 to \$44,143,728, a gain of nearly \$25,000,000, while our imports from Russia increased from \$3,206,746 to \$9,262,969, an increase of \$6,000,000 during the same period. Our imports from Japan are exceedingly important to American industries. Raw silk to the value of nearly \$25,000,000, the basis of one of our great industries, was brought to this country from Japan in 1903. We do not produce raw silk to any extent in this country, but we have been able, with the use of silk principally from Japan, to beat France in the production of silk. American silk goods were awarded the first prize over French silks at the Paris exposition of 1900. We also imported \$6,000,000 worth of tea, \$2,700,000 worth of mattings and about \$4,000,000 worth of manufactured silk from Japan in 1903. Our imports from Russia are chiefly hides and wool, which we can produce here, while we cannot produce the raw silk.

Our total foreign commerce with Japan amounted in 1903 to \$65,900,000, as compared with \$26,000,000 with Russia. Our commerce with Japan increased \$42,000,000 from 1894 to 1903, while our commerce with Russia was increasing \$16,000,000. There would seem to be some justification for American interest in the fortunes of Japan.

Little Panama, it seems, is to imitate the great republic in another matter—that of selecting a permanent national flag, for it seems she is not satisfied with the present one, which was a sort of emergency flag, anyway, like those the "embattled farmers," "minute men" and other patriot forces of the American colonists raised in the earlier days of the revolution. So she has offered a prize of \$200, open to all, for the best design, which must be "original and in good taste." Here is a chance for some of our bright Oregonians. A flag, to be effective, should be as simple in design as possible and express some idea or principle or symbolize some historical fact.

A measure submitted for adoption to the legislature of Georgia provides that all fathers of six children shall be honored with the title of colonel and fathers of 10 children shall be elevated to the dizzy dignity of a place on the governor's staff. What a splendid vision, sustained by hope, this presents to everybody out of Georgia. What a magnificent opportunity it affords to make a Georgia colonel mean something in the beneficent scheme of things.

Senator Proctor guarantees Vermont for Roosevelt. Bailey guarantees Texas for Parker, and Messrs. Taggart and Cortelyou agree on the doubtfulness of New York. Thus are, the Commercial Tribune concludes, the amenities kept up in a campaign which gives no sign of the awakening of strenuousness on either side.

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BOASTS OF GOOD SCHOOLS.

Baker City Paper Claims Best Institutions in Oregon.

The Evening Herald, of Baker City, makes the following claim for the schools and teachers of that county:

"Baker county boasts of having the best corps of teachers in the state of Oregon, and for that matter in the northwest. At the Trans-Mississippi exposition a few years ago the Baker county school exhibit took the first prize, and since that time at different periods the work in the schools of Baker county has received enviable praise from eminent men in school work all over the Pacific coast."

It is all right for the Baker City people to think well and speak well of their local schools—and such an attitude on the part of the citizens and newspapers helps to make good schools, by giving the teachers a feeling of moral support in their work. But when Baker county claims the best schools and teachers in the state and the northwest, it is putting the case pretty strong.

For example, if the educational expert on the Evening Herald would make a careful examination of the good schools in the state it is certain he would find Astoria on the map and worthy of mention. Many of the students that have gone out from the public schools have demonstrated the thoroughness of their preparation and are now holding honorable places in social and business circles. So, while praising the work in Baker county, don't forget that there are other worthy schools and teachers in the state of Oregon and in the great northwest.

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