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Che Morning Astorian ESTABLISHED 1873 PUBLISHED BY surface. ASTORIAN PUBLISHING COMPANY. RATES. By mail, per year \$6 00 By mail, per month 50 By carriers, per month 60 THE SEMI-WEEKLY ASTORIAN. By mail, per year, in advance \$1 00 EARNINGS OF THE CARRIERS.

Acording to an authentic authority, the net earnings of 136 railroad companies in the United States have fallen off, in the first half of the current calperiod of last year, about \$25,000,000. This is a decrease of nearly 111/2 per cent.

The fact, however, is not at all surprising. From 1894 to 1902, inclusive, the net earnings of the railroads of this country continuously increased. Although the mileage of these roads, during this period increased only about 22,000 miles, or about 13 per cent, their net earnings increased nearly \$240,000,-000, or almost 75 per cent. There was not a year, in this interval, that these earnings did not show an advance over the earnings of the preceding year. In 1898, they amounted to nearly \$52,000,000 more than they did in 1897; in 1900, they amounted to \$60,000,000 more than they did in 1899, and between 1900 and 1902 they, rose from \$483,000,000 precision and coolness in the commander and skill tc \$560,000,000, a gain of \$77,000,000. These were years of exceptional prosperity, not only for railroads but for all sorts of business, and now that there is some slackening in trade and industry, it is only natural that railroad earnings should fall off somewhat.

months of the current calendar year already mentioned do not include the cargo moving period. A big crop of cotton and of corn is already assured, fair erop of wheat; and the breat bulk of these staples will be moved between now and the end of December. This can hardly fail to have its effect in increased railroad earnings, and, hence, the railcompleted year.

a sharp fillip, not only to the transportation business, but to industry and trade in general, and advices from all parts of the country indicate that business men are making preparations on the basis of this promising outlook.

ASTORIA, OREGON, FRIDAY, SEPTEMBER 9, 1904.

rivet holes past heads of rivets, through propeller shaft stuffing boxes, and floods the cylinders of gasoline engines by forcing past exhaust valves. This renders the boat unfit for service upon rising to the

If the only trouble lay in the sea-cocks and ina bility of boats to withstand pressure, the remedies in the present advanced stage of mechanical knowledge and construction easily could be found and applied. There is, however, an even more serious defeet. Submarine boats always are operated in actual service, at predetermined depths of from five to 20 feet, depending upon the proximity of the enemy and size of vessel attacked. The larger the vessel the ower the attack.

Proceeding under oil or steam power to within a few miles of the radius of espoinage of the enemy, the submarine stops, banks fires or shuts off oil supply, and submerges until "awash," in which position but a few inches of conning tower are visible above the surface.

The regulator has been set for 15 feet. This is what happens seven cases out of 10:

The boat reaches 15 feet, the regulator fails to operate, and the tendency of the boat is to keep on the boxes measure fully up to the until the bottom has been reached. The air is shut weight of last year, the yield of boxes endar year, as compared with the corresponding off, and the head lever is brought into requisition. It is stiff and unmechanical without purchase, and by the time the rudders are brought to a proper po-per cent short of last year

sition, the boat has gone much deeper than was intended. In many cases, in any depth of water, it would be almost impossible to check the boat before reaching the bottom. The result in deep water can be imagined.

It is decidedly unsafe to operate submarine boats the reports of a light yield, and adoutside of harbors. The ocean varies in depth from here to their former predictions of 100 feet to 1000 fathoms. As blockading squadrons choose their own positions, outside the range of coast year are identical to those of other artillery, the submarine has no choice. Under the years when the first picking is always water, against a stationary enemy, the existence of light, and that the hops will increase the submarine depends upon the highest qualities of in weight considerably before the seaand efficiency of the crew. He must be a lightning timistic as to the condition of the marcalculator, and they must be under perfect dis- ket and refuse to negotiate a sale or eipline.

yards of this part of the valley in great If the independent voter has no moral or legal right to vote at a republican or democratic primary, from them unless rain should fall in

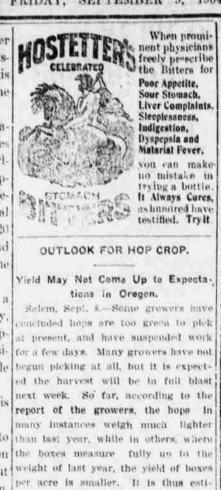
It is to be remembered, however, that the six as the Oregonian avers, then he has no moral or quantities sufficient to drive them into legal right to vote for republican or democratic the burrs. candidates after they are nominated. If neither the Almighty nor the law delegated to the independent and there is little doubt that there will be a tolerably voter the right to participate in the selection of made by the alumnt of Dartmouth colparty candidates, then neither the Almighty nor the legs for the entertainment of the earl law give him the right to participate in the election of Dartmouth. The earl is expected to which follows their nomination. Either an Amer- sail for America in a tow days on his ican citizen has or has not the right to vote. We are road earnings for the first half of the present year instructed that "party organization" demands that hall. One of the early ancestors was afford no safe gauge of what they will be for the the status of the voter be altered, but the American the active patron of the college in 1785 people will rise against any such scheme. The Ore, and it was named in his honor.

Should these crops realize present expectations; gon direct primary law was framed up by "rethere is every reason to believe that they will give formers" who proceeded upon the hypothesis that all voters are crooks-that every man who goes to

vote at all, is monstrous.

to say nothing of its unconstitutionality.

Mormon influence in politics must be curbed.



nated by some that the total yield for

this district will fall from 25 to 40

Some dealers, as a result of the first

few days of picking, have reduced their

carly estimate of the state yield from

5060 to 10,000 bales, bringing it down

to from 90,000 to \$5,000 bales, while

others refuse to place any credence in

from 90,000 to 100,000 bales. These

latter contend that the conditions this

Growers are becoming decidedly op-

contract at any price at this time. Lice

have appeared in the majority of the

numbers, but little harm is expected

Earl Will Officiate.

New York, Sept. 8 .-- Plans have been

son is over

way to the college where he will lay the cornerstone of the new Dartmouth



Sold P. A. Stokes Way "Money Back If You Want' It"

The above is a cut of our handsome double breasted coat "The Newport." A swell suit for swell young men.

P. A. STOKES

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\$30 Sold P. A. STOKES'

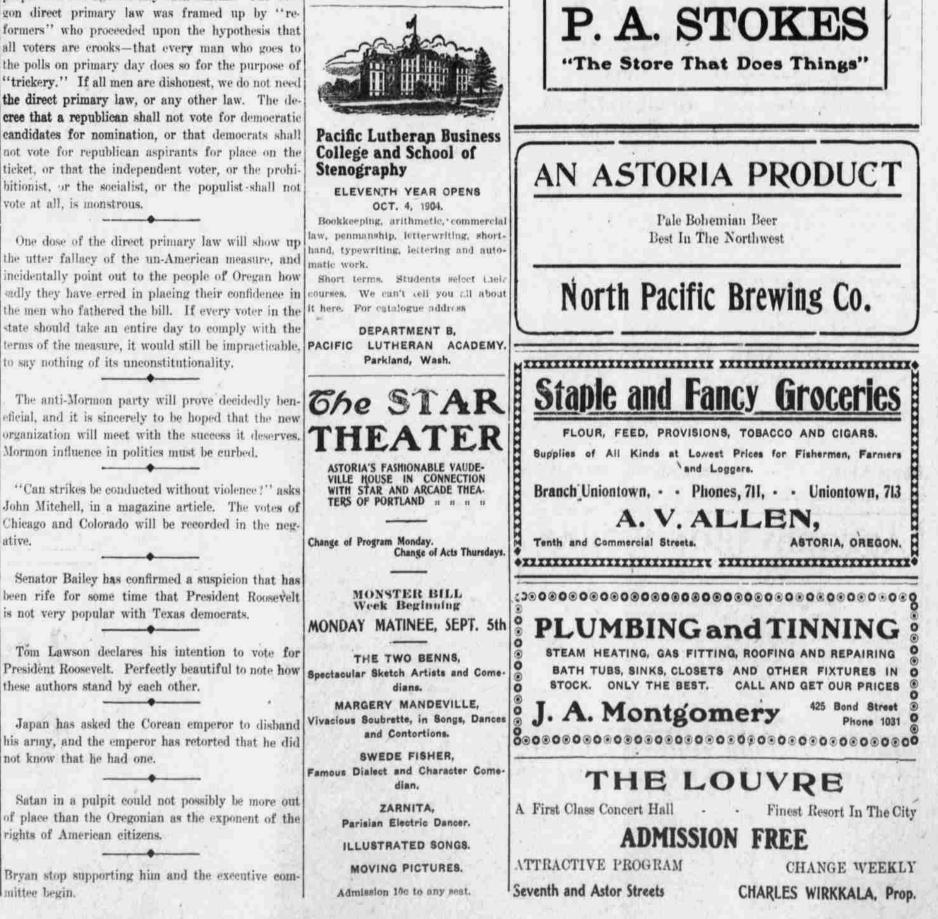
Way

"Money Back If

You Want It."

0 to





EFFICIENCY OF THE SUBMARINE.

As a factor to be regarded seriously in modern naval warfare the steel submarine boat of today with its many improvements, is little more efficient than its hand-manipulated wooden prototype of years ago. The recent predicament of the Porpoise off Newport, and resultant investigation by the navy department, should throw some light upon the volume of the so-called "little sea terrors." Unless radical improvements are made in their general con struction, repetitions of similar or worse accidents may be looked for in the future among boats of this type,

Of the many explanations made in regard to the failure of the Porpoise to submerge to the predetermined and required depth, instead of pitching bodily to the bottom, the most reasonable was the difficulty in closing the sea-cocks against a tremen dous water pressure after the requisite amount of water for ballasting had been admitted. The pres sure upon the valve-face would be one pound in addition to the atmospheric pressure of 14.7 pounds for every 2.31 feet of water. The sea-cocks are in the bottom of the boat, and are operated by levers inside.

In 60 feet of water, where the pressure against the is not very popular with Texas democrats. closing of the valve would be 41 pounds, one man would have to exert considerable force, and at a depth of 120 feet the strength of two men would be required. If the boat were to descend into greater depths, it would be almost impossible to close these these authors stand by each other. valves, and the force required to operate the inad equate mechanical contrivance used for that purpose would be more than likely to break the valve stem or rod.

However, at a depth exceding 200 feet the boat subjected to a collapsing pressure of over 100 pounds to the square inch, would either burst in a plate or plates and take in enough water to drown the crew

Therefore, it may be understood that 60 to 80 feet of water is the safe limit for submarine boat navi-

gation. At 80 feet water works in through the Bryan stop supporting him and the executive comground joints of torpedo tubes, streams through mittee begin.

ative.

not know that he had one.

rights of American citizens.