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## JUSTICE TO KUROPATKIN.

Amid the troubled scenes of Russia's war at kast one admirable episode appears. That is the doing of justice, though tardily, to the man who has conspicuously done best, or least ill, in the whole campaign, says the New York Tribune. General Kuropatkin has at last been appointed commanderin-chief of the Russian armies in the far east. That is only a fitting recognition of his merits and his achievements. His early boasts about driving the Japanese from the continent and dictating peace at Tokio and his later talk about "luring the Japanese on" may be remembered with an indulgent smile. The "last infirmity of a noble mind" should easily be forgiven. What is certain is that in circumstances of peculiar embarrassment and difficulty he has shown himself patient, resolute, resourcful and possessed of masterful ability in both defence and attack. Russia may have had greater generals than he, but the world will hesitate long before it ventures to name them. Certainly not one of them ever commanded in two as great battles as those of Liao Yang and the Shakhe river, and not one held his ground against so mighty a foe as that which for months has confronted General Kuropatkin.

The incident is of good promise to Russia. I will be well to have all the armies in the far east under one control, instead of having one under Kuropatkin and a second acting independently under Gripenberg. It will also be well to have for that supreme commander one man who has shown himself appreciative of the real situation there and at least more competent than anyone else to deal with it Had Kuropatkin been put in supreme command at the beginning, the campaign thus far would probshly have been far more profitable for Russia than it has been. It may be an open question whether even he, at this stage of affairs, will be able to recoup the losses that have been suffered and repair the mischief that has been done through divided counsels and through the crass ineptitude of its titular superior. At least we may be sure that whatever an he done to that end he will do. If he does not win a complete victory for Russia, he will minimize ber defeat. As for the unhappy blunderer who now steps down and out of the place he has filled so oadly, Russia may well rejoice in being rid of him. He may still pose as viceroy, but it will be as a viceroy with no army, no navy and no civil government at Lis command-the veriest figurehead. There he will be impotent for mischief. He is now returning to St. Petersbury, perhaps to be "kicked upstairs" into some place of distinguished insignificance. It does not seem credible that he will again be intrusted with such sway over imperial destinies as that which be enjoyed a year ago and which he so egregionsly and disastrously ill used. It is characteristic of him that in his latest proclamation he all but exhausts the vocabulary of flamboyant adulation upon himself and has no tribute but that of studied slights and ill-disguised contumely to offer to the great soldier who succeeds him. It is characteristic and it is appropriate. A Kuropatkin could wish no higher time, says the Saturday Evening Post. The Russopraise than the spiteful slights of an Alexieff.

# ASTORIA, OREGON, SUNDAY, NOVEMBER 6.

of Sylvanus Cobb, jr., familiar ! Very few. Yet Slyvanus Cobb, jr., was America's most popular novelist only a few years back. Franklin Pierce was a very popu'ar man in the state of New Hampshire. and he served one term as president of the United States. But a far-seeing son of his own state clearly foresaw the inevitable, when he remarked that Frankling Pierce did very well for New Hampshire, but when stretched over the whole country he would spread out pretty thin.

The trouble with most men lies in their lack of individuality. Most men are content to think with the crowd, to live like the crowd, to be nonetities o in the midst of nonetities. If they hold office they have their ear close to the ground to detect what wave of popular emotion is playing. If they are writers they write to suit the masses. If they are O business men they will never forsake the old ruts. But the men whom the world remembers are the men who have been true to the highest light they could see. They have concerned themselves with O truth, and not with the popular ignorance. If statesmen, they have stood firm, like Seward, for the "higher law;" if writers they have dwelt in the eternities.

Individualism is only the assertion of the right of opportunity for individuality. It perceives clearly that what the world needs at all times more than anything else is individuality. All tyrrany is deplorable, whether it comes from individual despot or majorities. It aims to crush all originality, and every type of character and way of doing things that is not in agreement with its muddle-headed brain. Individualism is the eternal protest against tyranny, and the assertion of the right of the individual to maintain his individuality, and do his work without let or hindrance.

## ADVENT OF THE ELECTRIC LOCOMOTIVE.

Manifestly the big electric locomotive, built for ase on the New York Central, on its city terminal and in the tunnel, means business. It means eventual mischief for the locomotive with the wreath of smoke and of steam, and with its scattering of sparks along the lines and routes over which it hauls its tons of freight and thousands of passengers. The trial of the big electric locomotive was satisfactory in all respects, though it was not attempted to speed it to the limit claimed for it-100 miles and hour.

In tests of power to haul heavy freights, in perfection of inovement, and in answering its helmas Secretary Morton might say in a fit of abtsraction-the testimony of the experts and the railway officials shows that it was a pronounced success. It hauled a heavily-loaded train of freight at a speed varying from 60 to 70 miles per hour. Whether it is the beginning of the end of steam is a question. There are locomotive graveyards in the United States in plenty, but it is only after years of faithful service, and when convalescence is pronounced to be an impossibility that the steam locomotive is sent to the yard to rust out its life, and, eventually, to be melted over again for the reproduction of another locomotive.

There are too many locomotive engines in the



Not A Sick Day Since. "I was taken severely sick with kidney trouble. I tried all sorts of medi-

cines, none of which relieved me. One

### INDIVIDUALISM.

All progress must come from the power of in-Histive. At all times we need the men who can do things. We must have men who can conduct business, manage the affairs of state, write books, paint The practical see as they never saw before that war pictures, carve statues, compose music, men, in short, is wasteful and ruinous. Not through the glamor of to do all the work that the world requires to have glory but in the cold light of reality appear those dene.

There have always been men who fancied they were capable of doing this work, but the majority of them have beer failures, says the Ledger. The majurity of men who have posed as business men, statesmen, writers, composers and artists have been men whom we quickly forget. Their work has been weighed in the balance and found wanting. There are when the rock is struck at the right time and in the few of those immortal names which are not born to right way we shall all be wondering how mankind die.

And why these failures? The answer must be so bestial and so insane. because these men are not able to speak the large word or do the large thing. Some of them were successful enough to suit their own day and generation. but builders of right," says Walbridge. The repub-There have been writers who have made a fortune lican party has shown the constructive faculty as from the sale of their books, whose names have been well as capacity for honest government.

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United States, and their value is too high in the millions to allow them to be discontinued at once, notwithstanding the perfection of the electric motor and its smokeless qualities-a quality devoutly to be wished in all cities. But it is evident also that the locomotive has attained its highest degree of perfection, while the electric motor is comparatively in its infancy. By the time the motor attains all the desired qualities it will be a strong competitor, even a magnetic competitor, with the locomotive engine, and in the contest the latter would go down and into the graveyard.

The moto: engine is swifter, cleaner and not so noisy as the steam locomotive, and its drawing capacity is in line to be as great. Then it will be the age of electricity, and not the age of steam.

# THE PEACE CONGRESS.

President Roosevelt's proposal to call another international peace congress comes just at the right Why young men and women Japanese war has been watched by the civilized world in a spirit that is wholly new-a spirit that shows how far and how rapidly the human race, under the impulsion of steam and electricity, has moved away from traditional ideas. The civilized see as they have never saw before that war is frightful, patricidal. myriad maimings and slaughters. Men read with aversion, and the whole race is shuddering.

Sydney Smith said that a moment before Moses struck the rock doubtless many were insisting that there was no great demand for water. And doubtless many now believe that there is no widespread demand for the abolition of war. But there is. And permitted itself so long to be dominated by a passion

"We shall be not only prosecutors of wrong.



First Ward-Polling place, court-

house; judges of election, S. G. Trul-

linger, P. J. Goodman, J. A. Montgom-

and no house in As-