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THE WEATHER

Oregon, Washington and Idaho—Generally fair.

A GRAVE SITUATION.

It may as well be understood now, as later, that the Irving avenue matter, in all its bearings, is a far graver incident than seems to be realized at the city hall and that the tentative settlement of the money-end of the affair does not, by any means, relieve the council of its broad responsibility in the ugly premise. The substantial, essential, and only fact that has developed is that \$21,000 (out of \$23,000) has been paid out upon a contract unfulfilled on the part of the contractor (who is, in a sense, not blameable), and which is now apparently, deliberately vitiated, by the council itself, by actual abrogation, though it is left in empirical shape at this time, for anticipated resumption a year hence; a presumption at once gratuitous and, perhaps, untenable.

The conditions of peril to life, limb and property set up by the natural subsidence of the earth at Eighteenth street do not seem to have sunk into the consciousness of the majority of the councilmen, nor the certainty of the legal accounting the city must make for what shall happen in this direction; nor does the possible legal cancellation of the warrants already issued in this behalf seem to have entered the minds of any engaged in the transaction, save those of a few of the most prominent of the taxpayers interested, who are quite alive to all the merits and demerits of the case.

The attempt to extract any vivid humor from this threatening and compromising entanglement, such as was undertaken at the thirty-minute session of the council on Thursday evening, when \$25,000 worth of public business was transacted with almost flippant unconcern, will not be admitted anywhere by anyone, as a becoming expression of official responsibility or dignity. Nor will the conclusion, that the services of an expert geologist and engineer might be unduly high, serve with any weight against the loss of a single priceless life that may sacrifice at any critical phase of the abnormal situation now prevailing. The whole affair demands deeper and more thoughtful consideration than has been given it to date; a line of treatment that may be safely extended to all future projects of the kind in this city.

FILTH.

Beware of filth wherever you find it. It is the natural channel for the introduction of every conceivable pest and pestilence and the nourishing ground of the evil germ. In the home, on the street and the highway, at the point of assemblage, use and contact, and on the very person, it must be unflinchingly fought and kept at a minimum everlastingly; nothing less will do, and what the private spirit and sense of decency refuses to do, and repudiates, the public power must achieve with all the weight the plea of human safety can warrant and apply.

We do not care to what lengths the health authorities, municipal, state or federal, may go in this connection; mere personal inconvenience, and even rational costs, are as shadows when measured by the incalculable benefits of immunity and general safety. Good cess to the physician who uncovers and makes public the shameful and dangerous sore-spots of indecency and neglect and human hoggishness. This paper, for one, will be found squarely behind him or any other citizen so minded and devoted.

AN OMINOUS TRICK.

Some well-meaning friend has presented Brer' William Bryan with a mule, a live and lively synonym of the

party that is supposed to be carrying him to the cherished triumph of his life, the Presidency; but, unhappily, the beast has been trained to refuse all riders and sticks religiously to the lesson, which trick is ambiguous, if not ominous, of the refusal of the country to carry the famous Lincolnian to his destination at Washington. The mule is a typically sensible animal, and in the instance under consideration may figure far too closely to the type of defeat. However, such issues as mere defeat in presidential elections have no material significance for the "great Commoner," who would, perhaps, be rather disconcerted and dismayed if anything else should happen.

THE OREGON CHICKEN.

H. C. Schellhouse, superintendent of the poultry department of the Oregon State Fair, to be held at Salem, September 14-19, says the "chicken" display will be simply out of sight this time. He bases his opinion on the fact that more breeders than ever have made inquiries for space and catalogues. All of the well known breeders have expressed a desire to send their best poultry. Among them might be mentioned the Willowmoor Farm at Redmond, Washington, with 40 White Plymouth Rocks and White Leghorns. A canvas annex will be made to the poultry pavilion for the accommodation of the incubator men and other firms dealing in poultry-farm fixtures and equipments. The pigeon display will be simply wonderful. W. E. Jones, of Nashville, Tennessee, will judge the poultry, and the pigeon classes will be passed on by Mr. Stonehouse, of British Columbia.

After November 3 Mr. Bryan will be entitled to a renewal of his card in the snowshovelers' union.

In allowing points for practical experience in statesmanship Taft must be given 100 if Bryan is marked 10.

Mr. Bryan is surprised to find that his leading policy against the calamity of his election.

Chicago's disappointment with its school census will prepare it for the big tumble it always takes when the national enumerators get to work.

One of the best ways to stand hot nights is to own several hundred acres of promising cornfields, with the quotation at 70 cents a bushel.

This is believed to be the first campaign in which the insurance companies have written policies against the election of the democratic ticket.

"Twice," says a Baltimore paper, "Maryland threw her vote heavily against Bryan, and this year it will be a landslide." A slump like Parker's may possibly discourage Mr. Bryan a little.

Champ Clark thinks national conventions can be improved in several respects. The democratic kind could make campaigns more interesting by ceasing to yell an hour and a half for a chronic loser.

MEDAL FOR BRAVERY.

Captain James Harrison Saved the Lives of 28 Sailors.

NEW YORK, Aug. 21.—In recognition of his having saved the lives of 28 sailors during a gale on the Grand Banks last April, Captain Jas.

COFFEE

Poor coffee has to be sold in bulk, it isn't worth packing.

Your grocer returns your money if you don't like Schilling's Best; no pay him.



Quit Talking About Politics In Railroad Troubles.

By MELVILLE E. INGALLS, former President Big Four and Chesapeake and Ohio Railroads.

THE railroads will not make much at the pace they have been going. THE STOCKS HAVE DRIFTED TO NEW YORK, AND THERE ARE TOO MANY STOCKS AND BONDS, DIVIDENDS ARE TOO HIGH, and wages in some cases are too high. The raise in wages was the natural result of the unwarranted boost of dividends. Railroad financiers did not declare dividends on the business handled, but on what the business would have been if they had been able to handle it.

The wage earners naturally, seeing this supposed evidence of prosperity, demanded their share of it. Mr. Gompers at a Civic federation meeting in New York last winter gave warning to capital that wages will not come down; that labor will not stand a cut. I told him at the time that he was foolish; that he couldn't tell what would happen in the near future. In the past perhaps wages have suffered before capital, and that was wrong. THE PROCESS MAY BE REVERSED THIS TIME.

BUT IF THE PRESENT SITUATION OF THE RAILROADS IS TAKEN IN HAND IN A BUSINESS WAY, IF WE QUIT TALKING ABOUT POLITICS HAVING ANYTHING TO DO WITH IT, EVERYTHING WILL COME RIGHT IN A REASONABLE TIME. OF COURSE THERE WILL BE SOME SUFFERING, BUT BY BOTH ELEMENTS EQUALLY. WE CAN'T EXPECT TO RECOVER FROM THE BIG DRUNK WE HAVE HAD WITHOUT A HEADACHE. IF THE WATER IS TAKEN FROM STOCKS AND DIVIDENDS ARE REDUCED TO A LEGITIMATE FIGURE, WAGE EARNERS WILL NOT OBJECT TO BEARING THEIR PART OF THE EXPENSE OF REHABILITATION. THEY ARE MEN OF SENSE, AND I HAVE NEVER FOUND ANY DIFFICULTY IN DEALING WITH THEM ON AN HONEST BASIS.

I have always believed in a profit sharing plan, but it has not been adopted generally, principally because the labor people do not believe they will get a fair division. Perkins has worked it out in a way, however, in the steel company.

MY IDEA IS TO TREAT WAGES AS CAPITAL, AND WHEN YOU DECLARE A DIVIDEND ON CAPITAL DECLARE AN EQUAL DIVIDEND ON WAGES. THIS PLAN WORKED PERFECTLY ON THE ORLEANS ROAD IN FRANCE BEFORE THE GOVERNMENT TOOK IT OVER. THE GOVERNMENT ABOLISHED THE SYSTEM, AND THERE HAS BEEN DISSATISFACTION EVER SINCE.

Psychology and Physiology Essential In Modern Religion.

By Dr. ELWOOD WORCESTER, Preacher and Author.

WE venture to say that the time has come when THE CHURCH MUST ENTER MORE DEEPLY INTO THE PERSONAL LIVES OF PEOPLE AND MAKE A FREER USE OF THE MEANS OF MODERN SCIENCE AND THE GOSPEL OF CHRIST PLACED AT HER DISPOSAL IF SHE IS TO CONTINUE EVEN TO HOLD HER OWN.

THE TEACHINGS OF MODERN PSYCHOLOGY AND PHYSIOLOGY AS TO THE ESSENTIAL UNITY OF HUMAN NATURE AND THE MUTUAL RELATIONS OF MIND AND BODY HAVE SUNK SO DEEP INTO THE POPULAR CONSCIENCE THAT THE CHURCH CAN NO LONGER ADDRESS MEN AS DISEMBODED SPIRITS, AND NO SCHEME OF SALVATION CAUSES THE HEART TO BEAT WITH HOPE WHICH DOES NOT INCLUDE THE WHOLE MAN AND WHICH DOES NOT BEGIN NOW.

Harrison of the Volturino of the New York & Continental line will today be presented with a gold, diamond studded medal on his ship lying at her Jersey City pier. The presentation will be made by an official of the Life Saving Benevolent Association of New York. Sailors who manned the lifeboats at the time of the rescue will also receive souvenirs of the heroic work.

The men saved formed the crew of the Champaigne, a French schooner of St. Malo, France, while the little vessel was bound to the fishing banks. The Volturino, en route from Rotterdam to New York, sighted the Champaigne when the schooner had been dismantled and was leaking. So high ran the seas that it required three days to transfer the men from the sinking schooner. Twenty years ago Captain Harrison saved 32 men from the Nautique, a French steamship which foundered in mid-Atlantic. Captain Harrison brought to this country Lord Dunraven's racing yacht, The Valkyrie III.

WOULDN'T SUCKLE CUBS.

Probable Effect Of Captivity On Chicago Zoo Lioness.

CHICAGO, Aug. 21.—Cy de Vry, animal keeper at Lincoln Park zoo, was searching yesterday for a Great Dane dog to act as mother to four lion cubs. They were crying piteously for something to eat. They had been born the day before and their mother refused to suckle them.

DeVry tried to induce them to drink out of a large nursing bottle that he had used with success once in the case of a baby llama, but the whelps sniffed it disdainfully and whined worse than ever.

"There is only one thing that will save them," said the animal keeper, "and that is a great Dane dog to act as foster mother."

The mother lion snarled viciously at everyone who came near her cage. She would not look at her whelps. If DeVry had not interfered the unnatural lioness would have killed them.

WILL HELP TAFT.

WASHINGTON, Aug. 21.—Secretary Garfield gave one day to his official duties in Washington after his visit to Judge Taft at Hot Springs and left last night for his home, at Akron, O., where he will spend some time on vacation. He will lend his presence to the opening of the Ohio campaign at Youngstown on September 5. He said before leaving for Washington that he would not make a speech here. Mr. Garfield continued to have sanguine views as to Mr. Taft's probable election.

U. OF O. PREX MARRIED.

GRAND LAKE, Colo., Aug. 21.—C. P. Campbell, president of the University of Oregon and Mrs. Susan Campbell-Church, of San Francisco, were married here yesterday. The couple will leave for Eugene, Ore., in a few days.

BABY LION BORN.

NEW YORK, Aug. 21.—Bismarck, "king" of the Central Park Zoo, and his wife Rose are the proud parents of a baby lion, born yesterday. Keepers took the precautions necessary to give Rose and her latest progeny, the 12th all the comforts the occasion demanded and as they strung tarpaulins in front of the cage the cub, which has been named Gink, was purring in perfect contentment.

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A WRECK ON THE ROAD

What a Collision Means to the Man at the Throttle.

PLIGHT OF THE ENGINEER.

The Chances He Has to Take and His Fate Should He Become Crippled in a Smashup—There Are Some Things Worse Than Physical Pain.

"I just dropped in to tell you that the coroner's jury has exonerated you from all blame for the wreck. They are going to hold the block tower man."

The old engineer turned his pain drawn face toward me. A white capped nurse gently brushed back the wild hairs from his forehead.

"Thank you, miss," he said, "and you, too, sir, for the good news. I knew they couldn't blame it on me, because it was white at Mentor. Poor Denny, he'd tell you so, too, if he was alive. 'All white!' he shouted when we came round the curve, and I gave him the answer, 'All white!' and pulled her wide open. Then we struck the empties on the siding, and—well, you know the rest." He wiped a trembling hand across his eyes as if trying to blot out some horrible vision.

His eyes began to sparkle, and a bit of color flashed into his pale cheeks. "I suppose you fellows think I opened her up and went into those boxes just for fun." A smile flitted over his lips, and then he grew serious. "Say, did it ever come to your mind that an engineer might be as anxious about his own life as he is about the lives of those who are riding behind him? My wife and little one—don't you suppose my life counts for something with them?"

"Did you ever stop to think what a collision like that at Mentor means to the engineer? Just try to figure yourself in his place. He rides in four square feet of cab room, surrounded by a mass of levers, rods and the like. Ahead of him is about three miles of boiler pipe, carrying 200 pounds of steam pressure and enough hot water to cook the meat off his bones in a jiffy. Clattering at his back is 6,000 gallons of water and 26,000 pounds of coal. Under him is 200,000 pounds of engine, and behind there is 600,000 pounds of train. Altogether he is running along ahead of 800,000 pounds of steel, hardwood and brass held to an eighty pound rail by three-quarters of an inch of wheel flange.

"Why, when one of those big Russian battleships fired a broadside at the Japanese the whole thing amounted only to 24,000 pounds, so the papers say. And that 24,000 pounds traveling eight miles a minute would strike a Japanese ship eight miles away with an impact only one-tenth of the force we hit the empties at Mentor.

"Of course I was the engineer and they depended on me. There is always a lot of fine talk about engineers having the lives of several hundred passengers in their hands. That's all very true, but you don't want to overlook the fact that the engineer's life is right there along with the others. We all take chances, the train crew as well as the passengers, only our chances are slimmer. I had one chance in 500 of being killed, or one in twenty-five of getting right where I am now, but a passenger on the train had one chance in about 3,000,000 of being killed and one in 130,000 of being hurt.

"I see that a lot of people were killed and a whole lot more hurt. I don't want to be a grumbler, but it appears to me that you fellows have kinder overlooked the fact that both of my legs are gone. Of course that might not mean much to you, but if you realized, as I do, that for the rest of my life it is going to be my job to hobble out into the middle of some country road and wave a white flag as every train goes by—if you could realize what that means to an engineer—to hear the mocking toot of the whistle as she comes up to the crossing and to see the sympathetic salute of the engineer and fireman as they go flying by—I tell you, my boy, there are some things worse than physical pain."

His eyes filled with tears. The nurse gently wiped them away and softly stroked back the hair.

"I wouldn't talk any more now," she said.

"All right, miss," he replied, putting out his hand to me. "I always obey orders."—B. R. Winslow in New York Tribune.

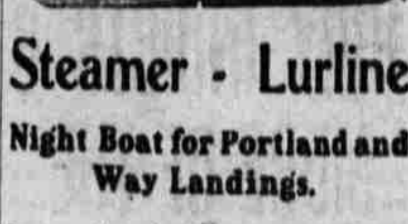
Nothing Left. "Have you," asked the judge of a recently convicted man, "anything to offer the court before sentence is passed?"

"No, your honor," replied the prisoner; "my lawyer took my last farthing."—London Tit-Bits.

The Last Word. Conductor—This here transfer expired an hour ago, lady. The Lady (digging in her purse snappishly)—No wonder with not a single ventilator open in the whole car!—Puck.

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