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TELEPHONE MAIN 661.

THE WEATHER

Oregon and Washington—Fair and colder in east portion.

THAT FARMERS' UNION.

Astoria ought to be mighty glad to welcome the Farmers' Union, the representative body of citizens, developers, shippers and businessmen of the Inland Empire; they are the very people we need to know and cultivate and make friends with. They are touring the northwest with view of finding a means of marketing their products, mainly cereal, without intervention of the middleman and to make such other plans and propositions as shall minimize the cost of handling and disposing their grain on the best possible bases of celerity and profit.

The Chamber of Commerce and the business world of Astoria generally will not lose the opportunity of getting in instant and cordial touch with this group of live men and do all that may be done to perfect an affiliation and interest of some sort that shall contribute to the best concern of that territory and this port. We do not know upon what line the two sections can amalgate, but we believe it to be to our interest to make speedy and appropriate inquiries and follow them up logically and successfully.

CALIFORNIA ON EDGE.

It would seem from the dispatches of late that California is on edge regarding the Japanese; and while she may have rational motives for the uproar at present underway, her ardor is to be deprecated. When the President and great officers of the Government expressly admit the disadvantage of such public tactics as the Legislature of the Golden State is indulging, it is time to take note of the blundering; no State has the right to deliberately counteract the policies of the Government and set up conditions that disparage and defeat the purposes of the national administration in its dealings with a foreign people.

We have never taken any stock in the hullabaloo over an American-Japanese war, and do not expect to take nay until there is a far larger predicate than prevails in our sister state. And she will have to demonstrate a deeper and solider cause of action than she has yet developed before we can give her any credence in the matter. For the past four years California has been the source of infinite and important interest to the people of this country, and it would seem that if she has nothing to offer in the way of extraordinary and incongruous agitation, she rather manufactures it, as in the case of her vicious arraignment of the Japanese. But luckily the country does not have to follow her lead, and will not.

OREGON BREATHES EASIER.

One vast sigh of perfect relief went up yesterday when the press of Oregon made known to a palpitating public that the Legislature had passed the bill fixing the length of women's hatpins at ten inches. The condition of uneasiness that prevailed before this profound measure was dealt with ultimately, was poignant and extreme; and we now await an edict fixing the length of their shoe-strings, the size of their belt buckles, the diameter of the holes in their peek-a-boo waists, the number of hooks-and-eyes on their gowns, the walking length of their skirts, and the diaphanous texture of their kimonos. You can't put anything by this Legislature. It is ready to tackle anything without regard to sex, citizenship, color or previous condition of servitude or ultimate chance of Heaven.

Just so the laws are multiplied and the mill at Salem is not stopped running, the quality nor quantity of the output makes any difference to the artists in charge of the plant. When they get through the chaff may be cast aside, and the residium scrutinized for such values as may have inadvertantly crept into the mass. The people are not expecting much; and they have not been fooled very badly in the past 12 years.

THE READER'S RIGHT.

As usual the Astorian is being talked about because it is giving the news as it sifts through the customary channels, official, and private, and happens to deal more or less conspicouusly with some particular man or officer. And as usual, the Astorian does not care a hang what is said about it on this score, because it knows its duty as a newspaper, and does it; a rule that might well be emulated in other offices of the kind in this section. What goes to the public records is the undeniable property of the public, whence we draw our reading and advertising clientelles. The ordinary man and woman would never know what transpired if the newspaper was not at hand to yield up the details as they are recorded, and the subscriber has the inalienable right to know these facts. That's why we are giving them. It is not one whit pleasanter to write then, sometimes, than it is to read them; but both functions are imperative.

We would far rather say the pleasant and commendable thing if only the record would bear us out; and when it don't, we have no choice but to print the substance as it appears; and oftener than not, this is qualified in our columns as it surely is not at the source we get it. While our few critics are at it, they might take a day off and scan the hundreds of columns of clever and kindly things that a paper like ours prints in the course of a month or a year. It might surprise them and make them willing to strike a juster balance than some of them seem willing to admit.

The reader has some rights that a newspaper is bound to respect; and, distasteful as the task frequently is, we are doing our level best to accede to those rights, regardless of the friend or foe that takes issues with us.

EDITORIAL WING-SHOTS.

If the farmers of the Inland Empire and the mariners of Astoria once get to a point where they can understand and appreciate each others' wants there ought to be something doing for all hands.

The woes of the newspaper man who endeavors to get unpalatable news in the most "gaggable" shape, make him think, sometimes, he is a genuine earthquake victim.

We are marvelling at the scale and character of the improvements Portland is going to foist upon the bar tug and pilot service when she becomes mistress of the destinies down here. We have not been able to figure it out, probably because there is nothing to calculate upon, more than is in existance right now. She wont have any better tugs, nor any better pilots nor towing steamers on the river to beat those they are buying. It beats us!

Oh! for the blessed insouisance of youth and the readiness wherewith they dispose of the grave problems of life in their dear little debates! We remember the time when we sent the fiat of our fresh and ardent convictions rolling down the aisles of time; and we often wonder if they have ever stopped rolling. We simply know they have never been overtaken, or we would have heard of it!

SEWERAGE POLLUTES LAKE.

CHICAGO, Jan. 27.—Lake Michigan is so polluted with swerage from the Calumet river that the new $3,000,000 Southwest Land Tunnel may prove useless.

Such is the information received by Health Commissioner Evans of the Lake Michigan Water Association. The report says that so far as South Chicago and Southern parts of the city are concerned, the drainage canal is of no benefit.

Sewerage is still being poured into the lake in such volume as to pollute the water for a distance of five miles.

FAVORS OPEN SALOON.

CHICAGO, Jan. 27.—Mayor Rose of Milwaukee in an address last night asserted his determination to stick to the policy of the open saloon for that city.

The Milwaukee executive contended that the praise of Milwaukee indulged in by President Roosevelt in a recent communication wherein the latter commented on its absence of crime and the infrequency of drunkenness was founded not on the fact that it is largely a German community, but because the wide open policy eliminates the desire of possible inebriates to drink inordinately when they have the chance.

YOUNG MAN MISSING.

LOS ANGELES, Jan. 27.—The Police have been enlisted in a search for Roland Poston, son of B. F. L. Poston a prominent contractor of Boise, Idaho. Young Poston has been living here with his mother and last night left to visit Chinatown. He has suddenly disappeared and Mrs. Poston believes that some accident has befallen him.

JANUARY TIDE TABLE.

JANUARY 1909.

High Water.	A. M.		P. M.	
Date.	h. m.	ft.	h. m.	ft.
Friday 1	8:32	8.4	9:45	6.5
Saturday 2	9:25	8.7	10:50	6.6
SUNDAY 3	10:16	9.0	11:47	6.8
Monday 4	11:05	9.1	.....	....
Tuesday 5	0:38	7.1	.....	...
Tuesday 5	11:46	9.2	.....	....
Wednesday ... 6	1:22	7.1	12:28	9.1
Thursday 7	2:00	7.1	1:05	8.8
Friday 8	2:35	7.3	1:42	8.5
Saturday 9	3:08	7.3	2:20	8.1
SUNDAY 10	3:40	7.4	2:55	7.7
Monday 11	4:10	7.4	3:35	7.2
Tuesday 12	4:45	7.5	4:20	6.7
Wednesday ... 13	5:20	7.5	5:20	6.2
Thursday 14	6:00	7.5	6:25	5.8
Friday 15	6:47	7.7	7:43	5.6
Saturday 16	7:43	7.8	9:04	5.6
SUNDAY 17	8:38	8.1	10:15	5.9
Monday 18	9:34	8.5	11:15	6.5
Tuesday 19	10:25	8.9	.....	...
Wednesday ... 20	0:05	7.0	.....	....
Wednesday ... 20	11:15	9.3	.....	...
Thursday 21	0:50	7.5	12:06	9.5
Friday 22	1:35	7.9	12:55	9.7
Saturday 23	2:15	8.2	1:45	9.6
SUNDAY 24	2:58	8.5	2:34	9.2
Monday 25	3:40	8.6	3:26	8.7
Tuesday 26	4:20	8.7	4:24	7.9
Wednesday ... 27	5:08	8.7	5:28	7.3
Thursday 28	6:00	8.5	6:44	6.6
Friday 29	6:55	8.4	8:08	6.2
Saturday 30	7:54	8.4	9:33	6.2
SUNDAY 31	8:55	8.4	10:46	6.4

JANUARY 1909.

Low Water.	A. M.		P. M.	
Date.	h. m.	ft.	h. m.	ft.
Friday 1	2:18	2.4	3:35	0.8
Saturday 2	3:20	2.9	4:35	0.1
SUNDAY 3	4:22	3.1	5:30	-0.5
Monday 4	5:17	3.3	6:15	-1.0
Monday 4	5:17	3.3	6:15	-1.0
Wednesday ... 6	6:55	3.5	7:36	-1.2
Thursday 7	7:35	3.6	8:14	-1.0
Friday 8	8:15	3.5	8:45	-0.6
Saturday 9	8:54	3.6	9:16	-0.1
SUNDAY 10	9:32	3.5	9:48	0.4
Monday 11	10:16	3.3	10:15	0.9
Tuesday 12	10:55	3.2	10:45	1.4
Wednesday ... 13	11:40	3.0	11:22	2.1
Thursday 14	.....	...	12:40	2.7
Friday 15	0:07	2.6	1:42	2.2
Saturday 16	1:02	3.1	2:50	1.5
SUNDAY 17	2:05	3.5	3:48	0.7
Monday 18	3:17	3.8	4:45	-0.1
Tuesday 19	4:25	3.8	5:35	-0.9
Wednesday ... 20	5:26	3.7	6:20	-1.5
Thursday 21	6:20	3.4	7:06	-1.8
Friday 22	7:10	3.1	7:50	-1.8
Saturday 23	8:00	2.7	8:34	-1.6
SUNDAY 24	8:52	2.3	9:18	-1.0
Monday 25	9:45	2.0	10:02	-0.4
Tuesday 26	10:37	1.7	10:46	0.5
Wednesday ... 27	11:37	1.5	11:38	1.4
Thursday 28	.....	...	12:45	1.3
Friday 29	0:38	2.2	1:58	1.0
Saturday 30	1:44	3.1	3:12	0.6
SUNDAY 31	2:58	3.5	4:16	0.1

LITIGATION OVER THE REPUBLIC DISASTER

WHICH VESSEL TO BLAME MUST FIRST BE SETTLED

NEW YORK, Jan. 27.—There was a picturesque band concert at the rooms of the Seamen's Christian Association on the waterfront last night given by the orchestra of the ill-fated White Star Liner Republic, whose members played enthusiastically on instruments borrowed from the Baltic's band, the steamship which brought the survivors of the recent disaster safely into port. Seven hundred seamen, principally "Down below men," crowded into the rooms and discussed incidents of the crash, while they listened to the music.

E. P. W. Thurston, first British vice-consul at this port, addressed the crew of the Republic late yesterday outlining their rights and privileges and explaining what they could expect from the White Star Line in accordance with the laws of the merchant marine. The men had voiced some complaint when it became known that their wages stopped when the Republic sank, that is, that they were to be docked for lost time because of the accident. Mr. Thurston said that the men could not reasonably expect to receive pay during the time occupied on their return trip to Liverpool, whither they will be taken free, probably on the Baltic on Saturday. The full amount of wages due will not be paid until the men make application for it in Liverpool, but the company will advance a small amount of money to those who are in need. No promise was made of certain employment by the White Star Line in the future, although it was hoped provision would be made for all. In view of the announcement that the men will be paid only up to the time that the Republic sank, it is perhaps pertinent to say that this custom is carried out at all American and English ports. Seamen are signed simply for the cruise and are paid in case of wreck or other disaster only for actual service during the time the vessel is afloat.

Attorneys for both the White Star Line and the Lloyd-Italian, the latter owners of the Florida, are preparing for a battle in the courts arising because of the accidents. Litigation involving approximately $2,000,00 will probably be threshed out, but which vessel was to blame for the disaster will be settled first by a court of inquiry.

OUR MEDICAL COLLEGES.

In a medical contemporary a correspondent ventures the assertion that "from the days of Esculapius to date the anatomy and physiology of the scalp and the hair have been successively omitted from the curriculum of medical colleges from Rome to Seattle." As to the omission of this particular study we have nothing to say at this time, but why should the medical college at Seattle be mentioned when there is no medical college there and none is needed or wished for? In fact, we hear of some socalled mossbacks in Oregon who assert that no medical college is needed in Oregon because there is none in Washington. To the ordinary mortal unblinded by some peculiar prejudice, this would seem to be an additional reason why there should be a college or two in Oregon—the fact that our sister state has none. But when was it established that the old state of Oregon was to be guided in its educational institutions by the performances of our younger sister to the north of us? Oregon had medical colleges before Washington had emerged from its territorial swaddling clothes, and proposes to keep them, if their managers can keep their nerve in the face of opposition—Ex.

ALLEGED DIABOLICAL PLOT.

When our la' contemporaries start in to tell something about medical poiitics they always hash up a wonderful story. Half the time the reporter is 'stung" by someone who wishes to see his paper make itself ridiculous. We have a late example, which is about as follows: Over in Salem a young man named Earl Lowe, a student at the Willamette University, was charged with having stolen or misplaced a cornerstone belonging to to Eaton hall, and also with having tied a cow in the college chapel. For this offense he was to be suspended from the University. A reporter who got hold of the matter states that Lowe cannot be suspended; that there is a connection between his proposed expulsion and a scheme on the part of the Medical Sentinel to have the Salem and the Portland Medical colleges combined; to have the Pacific coast states cut loose from the American Medical Association and form an asociation of their own, and to have the Medical Sentinel made the official journal of the new organization, and its editor a smaller Simmons! Not only this, but that this particular scheme has for some time been backed by the Sentinel editor. The question whether Lowe did actually steal the Eaton cornerstone and put a cow into the college chapel is a mighty one, and on it and the disposition of this momentous question (according to the Salem paper), hang the fate of the two colleges, this journal, its editor and a large chunk of the American Medical Association. If some industrious reporter at Salem had not unearthed this diabolical plot the medical fraternity might have heard of it.—Ex.

PRAISE DEAD EMPEROR.

Some Curious Announcements Made By New Chinese Ruler.

WASHINGTON, Jan. 27.—"Our late emperor ruled the empire for thirty and four years. He kept on his clothes through the night and took his food after dark, earnestly devoting himself to the work of government. We hoped that his glory would be long enduring and that he would live to complete the reorganization of government but the 'Sacred body' was too frail. On the 21st day of the tenth moon of the thirty fourth year of Kuang Hsun, he 'Took the dragon ride to be a guest on high.' We have entered the great succession. The divine utensils are very heavy; the responsibilities rest upon this feeble body; we think of our youth and scanty merit and fear we shall be unequal to the test."

The above are some of the curious announcements in the proclamation issued by the new Chinese emperor on the occasion of his enthronement in December, which comes to the State Department.

FOR NEW RAILROAD.

DENVER, Jan. 27.—Information has been brought to Denver by Joseph Cook of Big Horn Basin, Wyo., that a corps of Burlington engineers has started to work locating a new line of railroad which will connect the Burlington at Kirby, Wyo., with the Colorado & Southern at Orin, Wyo. The preliminary survey is expected to be completed within two months, when actual construction will begin. This is the first actual construction undertaken since the recent acquisition of the Colorado & Southern by J. J. Hill.