

Daily Astorian.

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THE CROPS AND BUSINESS.

The London Statist thinks the United States is counting too much on the aid which good crops this year will give to general business. While the prospects, as that paper concedes, are that the crops will be large in the United States, the chances in the other important producing countries are, it says, also favorable. This is hardly correct so far as regards the other countries. The latest intelligence gives no basis for the assumption that the world's wheat product this year will be larger than it was in 1896. It will be larger in the United States to the extent of 75,000,000 or 100,000,000 bushels, but no important gains are in sight in any other country, while in some localities a falling off is probable.

Another factor which is important to bear in mind, but which the English journals seem to have left out of account, is that the visible supply of wheat, or the amount left over from the crop of 1896 and previous accumulations, is smaller than it has been before since 1890. This includes all the wheat now on hand on the American continent, in Europe and in Australia. As the population of the wheat-consuming nations of the world has, of course, grown since last year, the demand must increase, and this means that prices will not go below last year's level, but are likely to go above it. As the United States is the only important producing country in the world which has made any material gain in yield in 1897, this country cannot fail to be benefited by the increased demand.

It is easy to show that the general crop conditions throughout the world are favorable to business prosperity in the United States. The large crops here and the small ones abroad for two or three years in succession around the time of the resumption of specie payments in this country in 1879 contributed greatly toward making that policy an immediate and pronounced success, and in 1879, in 1879 and 1880, a business activity such as was never exceeded in this country. With 1875 the industrial stagnation caused by the panic of 1873 ended, and a long period of industrial prosperity then set in. From present indications the effects of the panic of 1893 will cease by the close of 1897, and an era of business expansion will begin. Good crops here would be an excellent aid in bringing the improvement to hand, and the good crops are reasonably certain to come. The wheat yield is already assured, most of the other crops are in a promising condition, while the outlook for corn is favorable. With the larger demand for American food products that is sure to come from Europe, it is reasonable to assume that the American farmer and American worker in other fields will soon see a business improvement which will recall the days of trade activity and prosperity at the end of 1892.

Congress, it seems altogether clear, will confine itself strictly to the transaction of the business for which it was called together. Adjournment is expected speedily to follow the final disposition of the tariff bill, leaving the Cuban question and the currency problem for consideration at the regular session next winter. There is assurance in the feeling that nothing will be lost by this arrangement. The latest phase of the Cuban matter is about to be put into the hands of the new minister to Spain, and the expectation is that something of importance to Cuba will grow out of his negotiations. So far as the currency problem is concerned, the administration need not lose the suggestions of leading financiers of the country simply through failure of congress to authorize the organization of a commission to report on the subject. The subject is one in which all financiers are vitally interested. Many of them have given to it much research and thought. They do not require the spur of appointment as members of a formal commission to give to the admin-

stration the benefit of their investigations. They have but to feel, or to be informally advised of the fact, that their views are desired by the president and the secretary of the treasury to promptly present them. A commission regularly organized could do no more. A commission's report would have to reach congress through the president and the treasury department, and its value would rest very much upon executive comment on it. To the extent, therefore, that the views of the leading financiers and business men are considered of importance in dealing with this matter, they may be obtained without the organization of a commission, and may become in an unofficial form of much value both to the executive and to congress. By the authorization of a commission by congress the president would appoint certain able men to report upon the matter. He has but to confer unofficially with these same men to obtain the same result. The value of their suggestions he must himself pass upon in the end, no matter how obtained. Another consideration is that by next winter the strength or weakness of the new tariff bill will stand revealed, and the special silver envoys now abroad will have made report. The currency problem is connected with both of these problems. Its ultimate solution will depend in large measure upon their solution. If international bimetallicism can be had and is to be effected, any change in the currency of this country must be ordered with that in view. If the new tariff law proves inadequate, and the revenues continue to run behind, and the endless chain abuse of the greenbacks is again brought into play by jobbers and speculators, then that will have to be taken into account. Upon the whole, it would appear that nothing will be lost as the result of the probable postponement for six months of currency legislation.

FINNIGAN TO FLANNIGAN. Superintendent wuz Flannigan; loss as the stiction wuz Flannigan; whatever the kyars got often the thrack an' muddled up things t' the devil and back. Finnigan writ to Flannigan. After the wrick wuz all on agin; that is this Finnigan. Reported to Flannigan. When Finnigan first writ to Flannigan, He writ in pages—old Finnigan. An' he would jist how the smash occurred; Full many a t'jus, Munderin' wurred Did Flannigan writ to Flannigan, Either the kyars had gone on agin, That wuz how Finnigan Reported to Flannigan. Now Flannigan knowed more than Finnigan—He'd more idication—had Flannigan. An' it wuz'n chine an' completely out To tell what Finnigan writ about In his writin' to Muster Flannigan, So he writted back to Finnigan; "Don't do such a sin agin; Make 'em brief, Finnigan."

When Finnigan got this from Flannigan, He blushed rosy red—old Finnigan; An' he said: "Til gamble a whole month's pay— That it'll be manny an' manny a day— Before Superintendent, that's Flannigan, Gits whack at this very same sin agin. From Finnigan to Flannigan, Reports wuzn't be long agin."

Wan day on the action ag Finnigan, On the road sup'rintindid by Flannigan, A rail r'ate way on a bit av a curve An' some kyars went off as they made the swerve. "There's nobody hurtid," sez Finnigan, "But reports must be made to Flannigan." An' he winked at McCorrigan, As married a Finnigan.

He wuz shantyn' thin, wuz Finnigan, As manny a railroader's been agin; An' the smoky o' lamp wuz burnin' bright In Finnigan's shanty all that night— Bill'n' down his report wuz Finnigan; An' he writted this here: "Muster Flannigan: Off agin, on agin, Gone agin—Finnigan." —Life.

If you desire a good head of healthy, moist, sweet hair, select the best preparation to accomplish it. Hall's Hair Renewer is the best product of science.

Weak Lungs Hot weather won't cure weak lungs. You may feel better because out of doors more, but the trouble is still there. Don't stop taking your Scott's Emulsion because the weather happens to be warm. If you have a weak throat, a slight hacking cough, or some trouble with the bronchial tubes, summer is the best time to get rid of it. If you are losing flesh there is all the more need of attention. Weakness about the chest and thinness should never go together. One greatly increases the danger of the other. Heal the throat, cure the cough, and strengthen the whole system now. Keep taking Scott's Emulsion all summer. For sale by all druggists at 50c and \$1.00.

A REVOLUTION IN RAILROADING

Third Rail Electric System to Be Introduced on All Big Roads.

The Railway Age says: "The day of the steam locomotive has passed again, and railroads are all going to be 'equipped with electricity.' This, we believe, has been announced several times before; but now we have the full plans and specifications, details and figures of the great change that is coming and of how it is to come. It is all J. P. Morgan's fault. But the story had better be told in the words of the great New York correspondent who has given it to the daily press:

"The only time Mr. Morgan's friends have questioned his judgment was when he took them into General Electric. He is about to lead them out with honor. This is how he proposes to do it.

"Mr. Morgan has acquired control of nine great railroads. He will equip them all with the 'third rail' system. "The New York New Haven & Hartford is now getting the first appliances, and the rest—the New York Central, the Reading, the Lehigh Valley, the Erie, the Southern and Northern Pacific, the Big Four, and the Chesapeake & Ohio, will follow in due time. The steam locomotive's day has passed.

"Mr. Morgan is not given to betraying his pet projects even to his best friends, but few of them have known he was only waiting for the perfection of the 'third rail' electric system to launch the greatest enterprise of modern railroading, already planned down to the small details.

"He is a heavy holder of General Electric stock. He bought when it was \$24. The Vanderbilt, H. McK. Taubman, and other friends bought with him. Their losses nearly led to an open rupture with the financier, and the criticism that fell to his rank looked deadly.

"Through the efforts of Mr. Morgan the New York New Haven & Hartford railroad took up the third rail system as soon as the General Electric company had perfected its patents. Exhaustive trials were made under all sorts of conditions. It was found a speed of 60 miles an hour could be maintained by the rail-foot motors attached to heavy trains. Specifications were drawn which showed that the cost of equipment and the expense of maintenance and operation were less than for steam roads, and a contract was entered into between Mr. Morgan's manufacturing company, the General Electric, and Mr. Morgan's railroad company, the New York New Haven & Hartford.

"Specifications for the equipment of the entire New Haven system, 2,633 miles of track, have been submitted to President Clark and are expected to be adopted at once.

"More than 2,000 miles of railroads come within the scope of Mr. Morgan's great plan, stretching from Boston to Portland, Or., and in the south to Florida and Mississippi. These roads, together, represent a capitalization of \$1,916,922,250. Roughly estimated, the cost of electrical equipment on this 2,737 miles of road will be \$47,540,000.

"Practically the whole of this amount of \$47,540,000 will pass through the treasury of Mr. Morgan's electrical works, leaving there in the shape of the manufacturers' profit, 25 per cent, or \$11,885,000. The patents for the system which will bring in this princely revenue are valued now at \$3,000,000.

"This news is of great importance. The Railway Age, however, has reliable information that it will be several weeks yet before the actual work of converting the track into electrical lines of the Northern Pacific will be in hand."

THE THIRD RAIL SYSTEM IN ENGLAND. The latest addition to the system of underground railroads in London will probably rank as the most important of all these lines before it has been very long in operation. It will be known as the Central London Railway, and starting from the busy Liverpool Street Station in the city, it will run by way of Holborn and Oxford street, along the northern side of Hyde Park to Shepherd's Bush, a distance of six miles and a half through the busiest part of London. The road will be about sixty-five feet below street level, and will be carried in two separate and parallel tunnels—a similar plan to that adopted in the Southwark underground railway in the same city. Each station will be served by two elevators and two stairways.

The new undertaking will have special interest for this country, from the fact that the electrical equipment of the road by which it will be served will be furnished by American firms. The third rail equipment will be put in by the representatives in England of the General Electric Company—the British Thomson-Houston Company. It will be similar in its general outlines to that which was employed by the General Electric Company on the New York New Haven & Hartford railway, and illustrated in the Scientific American for June 12 and 26th.

The conductor will consist of an insulated third rail, placed on the line between the main rails. The service will differ from that on the New Haven line, however, in that the trains will be hauled by separate electric locomotives, whose general appearance will conform to the well-known heavy locomotives which are being used on the Belt line tunnel, at Baltimore. On the New Haven line, it will be remembered, the motor cars have full accommodation for passengers. The change is made to accommodate the reduced clearance of the tunnel. Equally interesting will be the extensive elevator equipment. There will be 49 in all, and they will be of the well-known double drum sprague type. Their capacity will be 300 passengers per trip, or a load of about 15,000 pounds.

It is very gratifying to note that the whole of the electrical equipment of such an important work in the capital city of the world has been secured by two American firms, and the fact is a direct tribute to the high character of electrical works in this country.

Pilosophy. Of making many pills there is no end. Every pill-maker says: "Try my pill," as if he were offering you bou bou! The wise man finds a good pill and sticks to it. Also, the wise man who has once tried them never forsakes Ayer's Cathartic Pills.

MARINE NEWS. Table with columns for DATE, HIGH WATER, and LOW WATER, listing various dates and times for different locations.

VESSELS ON THE WAY TO THE COLUMBIA RIVER FROM BALTIMORE. Table listing vessel names, destinations, and dates.

TOO LATE! Captain, July 15.—(Editor Astorian.)—The Astorian says that the failure of Howell & Ward was felt by the business men of Astoria, by the lowering of credits. Without saying anything in regard to the righteousness of their doings, I think it is evident that there will be a shadow cast in several directions by the failure.

An old democrat talking to me, since the failure, said: "That's republican prosperity for you. Thieving, stealing, swindling, is the whole foundation of the party. The whole lot of 'em are nothing but a band of thieves, clubbed together to rob and swindle the poor working man, etc., etc."

Now I don't claim that all republicans are honest. I would hardly like to claim it for democrats, or even prohibitionists; but I do claim that the republican party is the only one that has ever done anything to uplift the working man, and put barriers between him and greed.

But suppose that all republicans are greedy hogs, only working for their own benefit, that's right, so long as they work, and work in the right direction. When they do not work as the party as a whole require, they are generally kept away from the trough, however greedy they are. So that very greed is the impelling force that makes them keep their own will subject to the party will.

What is true republicanism? You can talk about the gold standard, bimetallic, free silver, etc. They are only side shows and have little to do with the true cause. Republicanism is the uplifting of labor, the honoring of labor, and the guarding of labor in our own land from contact with the labor of other countries; so that businessness, and greed that is in all parties, cannot bring the American laborer on a level with the slave laborers. In reading ancient history, one fact stands out from the first. Where labor is honored, and well paid, that is to say, where republicanism is the leading idea,

there civilization increases. Slaves and serfs come forth and join hands with labor and general prosperity prevails; but where labor is degraded, and the laborer despised for being so, there, history says, is a backward, ignorant people.

The main power against which republicanism has to contend, is greed. It is everywhere, it is in the party and out of it, and always against it. Republicanism has risen superior to it in the past when greed was larger and the republican idea was in its infancy. As civilization increases in the world, so will the republican idea during all time; and in the face of avarice and greed.

"All things work together for good." Therefore, as history shows that all advancement in civilization has been by labor, and the advancement has been fast or slow, according to the place given labor in the public estimation, and as the republican idea is to elevate and exalt labor, the idea is proven to be good, and all things work together to advance that idea. Even greed has to help it along in the end. The end of a hog is to grease the riddle, or lubricate a bearing. I once learned some French poetry, illustrating the fate of the selfish person, which I submit.

TOO LATE. "Ah! si la jeunesse avait— si la richesse passait!" There sat an old man on a rock And incessantly bawled him of fate— That concern where we all must take stock.

Though our vote has no bearing or weight; And thy old man sang an old, old song— Never sang voice so clear and strong— That it could draw the old man's long. For he sang the song "Too late! Too late!"

When we wait, we have for our pains The promise that if we but wait Till the want is burned out of our brains Every means shall be present to save; While we send for the napkin the soup gets cold, While the bonnet is trimming the face grows old.

When we've matched the buttons the pattern is sold, And everything comes too late—too late! "When strawberries seemed like red heavens— Terrapin stew a wild dream— When my brain was at sixes and sevens If my mother had folles' and ice cream, Then I gazed with a lookerish hunger At the restaurant man and fruit monger— But oh! how I wished I was younger. When the goodies all came in a stream— In a stream.

"T'wix a splendid blood horse, and a liver That it has into texture to trot; My run-haul's the best on the river— Gunt makes every knacker a knut! I can buy boundless credits on Paris, or Rome, But no palats for men's—no eyes for a dome— Those, belonged to the youth who must tarry at home. When no home but an attic he'd got— he'd got!

"How I longed, in that honest of garret, Where the flies baked my brains all July. For ground to grow two bushels of carrots. Two pigs of my own in a sty; A rise bush—a little thatched cottage— Two spouses—love—a basin of postage; Now in free stone I sit—and my dotage— With a woman's chair empty close by— close by.

"Al! now, though I sit on a rock I have shared one seat with the Great! I have sat, knowing naught of the clock, On Love's high throne of state; But the lips that kissed, and the arms that embraced; To a mouth grown hard by delay were pressed. And circled a breast that their clasp had blessed. Had they only not come too late! too late!" D. F. Stafford.

When you want a real life-like and artistic photo, don't fail to call on Snodgrass. The work he is turning out now is ahead of anything ever made in Astoria before.

Konakry, on the west coast of Africa, has been reached by a French expedition in three weeks from the Niger, for the second time. This establishes the advantage of the route by way of Fula-Djallon, and surveys for the road are being hastened.

Of all the whisker dyes offered to the public none have proved so desirable and easy of application as Bockingham's, to color a beautiful brown or black.

"Complete Manhood" advertisement featuring an illustration of a man and text describing a medicinal product for men's health.

Warrenton Is the Best... Columbia Harbor Land Co. advertisement for land in Warrenton, Oregon, highlighting its location and potential.

White Mountain Freezer advertisement. Will in Four Minutes Freeze Cream to a... Hard Even Grain. All sizes, from 1 to 15 quarts, at FOARD & STOKES COMPANY.

The Choicest Table Wines advertisement. Private Stock, Cream Rye, Old Hickory, Pride of Kentucky, Hermitage. Also for Medicinal and Cooking Purposes. Repsold California Brandy.

CARLSON'S FAMILY LIQUOR STORE, 103 Twelfth Street. OREGON STATE NORMAL SCHOOL, Monmouth, Oregon. A TRAINING SCHOOL FOR TEACHERS.

"The Louvre" advertisement. ASTORIA'S GORGEOUS ENTERTAINMENT HALL. Fine Music, Games of All Kinds, Two Magnificent Bars. EVERYTHING FIRST-CLASS. Good Order and Everybody's Rights STRICTLY OBSERVED.

ASTORIA & COLUMBIA RIVER RAILROAD. Time Card in effect July 9, 1897. LEAVE Astoria for Flavel at 7 a. m., 10 a. m., and 12 m., and 3 p. m. daily; at 4:30 p. m. Saturday only; at 5:30 p. m. daily except Saturday and Sunday; at 7:30 p. m. Saturday only; and at 7:30 p. m. daily except Saturday.

MANHOOD RESTORED "CUPIDENE" advertisement. Of all the whisker dyes offered to the public none have proved so desirable and easy of application as Bockingham's, to color a beautiful brown or black.

MANHOOD RESTORED advertisement. By using Dr. Penn's Yellow Nerve Pills. Guaranteed to cure all nervous diseases, such as Weak Memory, Loss of Brain Power, Headache, Wakefulness, Lost Manhood, Nightly Emissions, Nervousness, all drains, loss of power in Generative Organs of either sex, caused by over-exertion, youthful frolics, excessive use of tobacco, opium or stimulants, which lead to Infirmary, Consumption or Premature Old Age. Circular free. Sold by all druggists. Ask for it, take no other. Manufactured by the Penn Medicine Co., Paris, France. Lane-Davis Drug Co., distributing agents, Third and Yamhill Sts., Portland, Or.

Warrenton Is the Best... THE CENTER OF DEVELOPMENT ON THE WEST SIDE. Everybody knows that Warrenton values will soon be doubled. It is distinctly the best property on the market. Fine large level lots, surrounded by many improvements, at very low prices. Is it not a fine investment?