

# Morning Astorian

Established 1873.

DAILY EXCEPT MONDAY.



### 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

### ASTORIAN PUBLISHING COMPANY.

#### THE STAGE AND PROFANITY.

A Portland theatrical manager announces that he will not permit use of the word "damn" on the stage of any of the showhouses which he is connected with. The article in which the statement appears does not go into detail and the manager is not given an opportunity to make himself clear, but we can surmise that he is opposed to vulgarity from the stage. As this gentleman is connected with a circuit, his departure will have sweeping effect.

This theatrical manager ought to be tendered a vote of thanks. If he adheres to his publicly expressed determination, he will have taken a long step towards decent entertainment, and his course will be approved by every theatergoer with a thimbleful of appreciation. There are mighty few of us who have not attended theatrical performances where lame actors have sought to amuse with vulgarity. We have taken our mothers, wives, sisters and sweethearts, and have often noticed the blush of shame upon their faces at the coarse jokes of some barnstormer who, knowing his own professional incompetency, employed profanity as a substitute. With every oath uttered by this class of actors, the rough element of the audience gives way to its merriment, to the embarrassment of the respectable people who have paid their money to see the performance.

So general has become the practice among entertainers of swearing on the stage that one never knows what he will have to put up with when he goes to the playhouse. It is time the practice were stopped. There is a very considerable respectable element which objects seriously to this persistent insulting of women, and, while respectable people do not applaud as vociferously as those of the rougher class, performers should be required to respect their feelings. The hobo actor who comes upon the stage and fails to "get a hand" with legitimate lines immediately attempts vulgarity, and is promptly applauded by those to whom such stuff appeals. It is a villainous practice and should no longer be countenanced.

If the Portland manager insists upon the obliteration of profanity at his showhouses, he will confer a lasting favor on ladies and gentlemen, and set an example which ought to net good returns.

#### ASIATIC MARKSMANSHIP.

"So close were the two flotillas to each other that our destroyers, the Asashio, Kasumi and Akatsuki, nearly touched the enemy's ships and our crews could even hear the cries of agony of the injured men on them."

So reports Admiral Togo, describing to the mikado his valorous defeat of the Russian flotilla off Port Arthur March 10, says the Butte Inter-Mountain. He details further that the battle lasted 30 minutes. Thirty minutes, nose to nose, yet the total damage done, according to Togo's report, is one Russian boat captured and another probably, although this has not been confirmed, so badly smashed up that she sank later. Togo's own loss was seven killed and eight wounded.

Time was when the horrors of warfare, with great belching steel guns and crackling small arms that can throw scores of shells a minute, "rapid-fire" shells, piercing three inches of armor, were painted in ochre by the war specialist. It was said that each invention made war more like that famous summer resort to which General Sherman likened it. Yet after a dozen or more engagements and bombardments the total casualties in the present struggle, allowing for exaggeration, fall short of a thousand, and a large part of these result from inefficient handling of guns and explosives, as when the Yenisei ran upon one of her own torpedoes.

But perhaps, after all, it is not the fault of the modern engines of war that the struggle drags on. Asiatic marksmanship is not to be considered. In the majority of the naval engagements thus far, the Japanese have been the aggressors. In their numerous engagements off Port Arthur and in the bombardment of Vladivostok, they hurled, without exaggeration, thousands upon thousands of shells into the Russians' forts. Yet few were killed and comparatively little damage done. Which is easily understood when it is explained that as a nation, the Japanese are nearsighted.

Which leads to the prediction that unless the powers intervene the war will drag wearily on.

Dewey sailed into Manila bay and sunk or captured the Spanish fleet in less than an hour. All of the world knows of the quick work Schley made of the Spanish squadron at Santiago. It is not the fault of modern engines of war.

#### PUNISH THE OFFENDERS.

As was to have been expected, we hear complaint as a result of the arrests recently made at Astoria of persons who violate the law which forbids anyone throwing sawdust in the Columbia river. During the week two livery stable employes have been apprehended for this offense, and in the case of one man a fine of \$50 was imposed. The other case is pending.

The complaint is made that the fisheries department is selecting the petty offenders and overlooking the offenses of large concerns. It is alleged the managers of local saw mills cause quantities of dust to be thrown into the river, and the belief is frequently expressed that an example should be made of them and not of the individuals who dump an occasional load of sawdust into the bay.

The throwing of sawdust into the Columbia has been prohibited by law because of its bad effects on the fishing industry. Sawdust will not kill all of the salmon in the river, but it will contribute its share toward that end, and, with many other such practices, constitute a serious injury to an industry upon which many thousands of persons depend. The man who violates the law should be punished, and it is a matter of small concern whether the start is made in his case or in that of a saw milling company. The fish warden is doubtless quite as anxious to detect other offenders as he has been to cause the arrest of the two men arraigned this week. Enforcement of the fishing laws has been left with him, and he has no sentiment in the matter. We have not the slightest doubt that all offenders will be promptly arrested, and we have enough faith in the intelligence of our courts to know the violators of the law will be punished.

In itself, the practice of throwing sawdust into the river is one of not very grave importance. But it is prohibited by law, and the law should be rigidly enforced. Enforcement of the law is especially to be desired at Astoria, the headquarters of the fishing industry. If the people of this city can not be brought to realization of the necessity of observing the fishing laws, it would be folly to attempt to compel observance of the regulations elsewhere. The salmon industry sustains Astoria, and the people of this city should be ever watchful to see that the laws are strictly observed.

#### ADVERTISING ABUSES.

All through the United States people are realizing as never before the need of checking the very serious evil of most of the advertising on sign-boards and dead walls. Municipalities and railway companies are taking the matter up in earnest and the movement for the suppression of this form of public nuisance seems to be acquiring at last a strength that was hardly hoped for a few years ago, says the Post-Intelligencer.

We Americans have become so accustomed to looking out of our windows to be struck full in the eyes with a twenty-foot red and yellow horror advertising Flor de Cabbagio cigars, we have for so long seen so much of our most beautiful scenery defaced with nightmares calling attention to Peerless Pants and in the more thickly regions have so often made our railway journeys between interminable walls of bill-board monstrosities, that we have almost come to look upon this course of daily life as part of nature's plans.

The Pennsylvania and Boston & Albany railways are making every effort to have the signboards along their lines removed. Massachusetts has passed a law prohibiting advertising signs in, or in sight of, public parks and parkways or in public places. Pennsylvania has adopted the rule as to public places. Cities all over the country have passed or are considering stringent municipal regulations as to advertising signs and bill-boards and private societies by the hundred are keeping up continued agitation on the subject.

The movement should enlist the hearty sympathy of everyone who is not utterly callous to ugliness in his surroundings. The courts of England and Massachusetts have held that a thing may be a nuisance because it offends the sense of sight just as much as if it offends the sense of smell or hearing, and as it offends the sense of smell or hearing, and doubtfully good law.

In Paris not an advertising sign can be erected even over a man's own store until permission has been granted by a municipal commission which allows nothing which in size, color or shape may deface the appearance of the street or mar the skyline. As a result one can ride from end to end of Paris without his eye being once needlessly offended.

That is probably far too radical a rule for this country, although only because Americans are not educated up to it, but as regards bill-boards or any sort of advertising signs in public places no city can afford not to take a civilized stand and forbid them utterly. Private sentiment can in time be educated to a point where a man who allows his land or his barn or the dead walls of his building to be defaced will be looked upon as a thoroughly bad citizen and where he himself will feel the impropriety of his act.

**To Prevent Tuberculosis.**  
 Chicago, March 18.—The National Anti-Tuberculosis Association has been incorporated in Springfield by Dr. W. E. Wetzel, Dr. C. W. Hafford, the Rev. Frank M. Carson, W. I. McDorough and Alderman Butterworth of Chicago.

The object of the organization is to prevent tuberculosis, by legislation and through a campaign of education. According to the incorporators the association is purely philanthropic.

**Aids to Navigation.**  
 Ottawa, Ont., March 18.—A delegation from the Dominion Marine Association has waited upon the minister and deputy minister of marine and arranged for the conformity of all lights and signals for navigation between Montreal and the great lakes, whether in Canadian or United States waters.

New York, March 18.—The work of raising the sunken Russian cruiser Varag in Chemulpo harbor is proceeding rapidly; cables the Harald's correspondent, by means of a complete wrecking outfit brought from Japan. The authorities express the hope that the ship will be placed in commission within a few months.

### Correct Clothes for Men

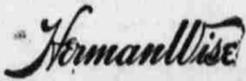


ANY men still cling to the expensive private tailor, not knowing that there is at least one kind of ready-to-wear that is equal in every detail to fine custom-made and costs only about half. The kind we refer to bears this label



the symbol of perfect style, fit, fabric, and workmanship in ready-for-service apparel.

Equal to fine custom-made in all but price. The makers' guarantee, and ours, with every garment. We are Exclusive Distributors in this city.



### BLACKSMITHING.

CARRIAGE AND WAGON BUILDING. FIRST-CLASS HORSE SHOENING.

Logging Camp Work.

All kinds of wagon materials in stock for sale. We guarantee the best work done in the city. Prices right.

ANDREW ASP.

Corner Twelfth and Duane Streets. Phone 291.

## St. Louis World's Fair News FROM HEADQUARTERS

### A Great Combination Offer

We will furnish the Twice-a-Week issue of the

## St. Louis Globe-Democrat Twice-a-Week Issue of the Astorian

Both Papers \$1.50 ONE YEAR

THE ST. LOUIS GLOBE-DEMOCRAT is issued Semi-Weekly, eight pages or more, every Tuesday and Friday. It is REPUBLICAN in politics and has no equal or rival as a

### GREAT MODERN NEWSPAPER

If you want all the news of the World's Fair, all the news of the national campaign, and all the news of the earth, you must have the GLOBE-DEMOCRAT and THE ASTORIAN during the coming year.

#### NOW IS THE TIME

Send us \$1.50 TO-DAY and get your Best Home Paper and the Greatest Newspaper of the World's Fair City, both for a full year. Address

## The ASTORIAN, Astoria, Or.

### Reliance Electrical Works

We are thoroughly prepared for making estimates and executing orders for all kinds of electrical installing and repairing. Supplies in stock. We sell the Celebrated SHELBY LAMP.

Call up Phone 1161.  
 428 BOND STREET

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524 Commercial street, Astoria Ore.

Dr. VAUGHAN,  
 DENTIST.

Pythian Building, Astoria, Oregon.

Dr. W. C. LOGAN  
 DENTIST

578 Commercial St., Shanahan Building

C. W. BARR, DENTIST  
 Mansell Building

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Acting Assistant Surgeon  
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Office hours: 10 to 12 a.m. 1 to 4:30 p.m.  
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Insurance, Commission and Shipping.

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Agent Wells-Fargo and Northern Pacific Express Companies.

Cor. ELEVENTH and BOND STS.

### ASTORIA AND COLUMBIA RIVER RAILROAD

LEAVE	PORTLAND	ARRIVE
8:00 a.m.	Portland Union Depot	11:10 a.m.
7:00 p.m.	Way Points for Astoria and	9:40 p.m.

ASTORIA		
7:45 a.m.	For Portland and	11:00 a.m.
6:10 p.m.	Way Points	10:30 p.m.

SEASIDE DIVISION		
8:15 a.m.	Astoria for Warren-	7:40 a.m.
11:35 a.m.	ton, Flavel, Fort	4:00 p.m.
5:50 p.m.	Stevens, Hammond	10:45 a.m.
	and Seaside	
6:15 a.m.	Seaside for War-	12:50 p.m.
9:30 a.m.	renton, Flavel,	7:30 p.m.
2:30 p.m.	Hammond, Fort	9:25 a.m.
	Stevens & Astoria	

\*Sunday only  
 All trains make close connections at Goble with all Northern Pacific trains to and from the East and Sound points.  
 J. C. Mayo,  
 General Freight and Pass. Agent.

## O. R. & N. OREGON SHORT LINE

AND UNION PACIFIC:  
 70 hours from Portland to Chicago. No change of cars.

Depart	TIME SCHEDULES From PORTLAND	Arrive
Chicago-Portland special 8:15 a.m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and the East	5:35 p.m.
Atlantic Express 8:15 p.m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and the East	9:00 a.m.
St. Paul Fast Mail 7:45 p.m. via Spokane	Walla Walla, Lewiston, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago, and East	8:00 p.m.

### OCEAN AND RIVER SCHEDULE - From Astoria -

All sailing dates subject to change.

For San Francisco every five days.

Daily except Sunday	Columbia River to Portland and Way Landings	4 a.m. Daily except Mon
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Steamer Nahcotta leaves Astoria on tide daily except Sunday for Ilwaco, connecting there with trains for Long Beach, Tioga and North Beach points. Returning arrives at Astoria same evening.

Through tickets to and from all principal European cities.  
 G. W. ROBERTS, Agent,  
 Astoria, Ore.

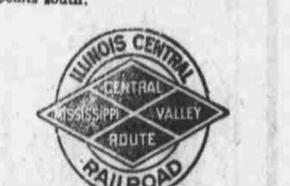
### NORTHERN PACIFIC

Time Card of Trains

Leaves	Arrives
Puget Sound Limited 7:35 a.m.	6:45 p.m.
Kansas City-St. Louis Special	11:10 a.m. 6:45 p.m.
North Coast Limited 2:30 p.m.	7:00 a.m.
Tacoma and Seattle Night Express	11:45 p.m. 3:05 p.m.
Take Puget Sound Limited or North Coast Limited for Gray's Harbor points	Take Puget Sound Limited for Olympia direct.
Take Puget Sound Limited or Kansas City-St. Louis Special for points on South Bend branch.	Double daily train service on Gray's Harbor branch.
Four trains daily between Portland, Tacoma and Seattle	

### A DIRECT LINE

to Chicago and all points east; Louisville, Memphis, New Orleans, and all points south.



See that your ticket reads via the Illinois Central R. R. Thoroughly modern trains connect with all transcontinental lines at St. Paul and Omaha. If your friends are coming west let us know and we will quote them direct, the specially low rates now in effect from all eastern points. Any information as to rates, routes, etc., cheerfully given on application. B. H. TRUMBULL, Commercial Agent, 142 Third Street, Portland, Or. J. C. LINDSEY, T. F. & P. A., 143 Third Street, Portland, Or. P. B. THOMPSON, F. & P. A.,