We should manage our fortune like our constitution; enjoy it when good, have patience when bad, and never apply violent remedies but in cases of necessity.—Rochefoucauld.

I'm proof against that word failure. I've seen behind it. The only failure a man ought to fear is failure in the purpose he sees to be best.

A St. Paul paper says "the street revivalists who were arrested in Chicago wouldn't have been arrested if they had been running blind pigs." What a sad thing it is that temptation should thus be put in the way of the righteous.

THE AMERICAN RAILWAY SYSTEM

The Remarkable Achievements With in the Last Half Century.

PRESIDENT DANIEL'S ADDRESS

The Change in Public Sentiment Toward Railroads as Indicated by the Election of Chauncey Depew to United Utates Senate.

President George H. Daniels, of the American Asociation of General Passenger Agents, and general passenger agent of the New York Central and Hudson River railroad, read on "Expansion Day," before the International Commercial Congress at Philadelphia, a paper on "American Railroads: Their relation to commercial, industrial and agricultural interests." Reviewing briefly the history of the last two or three years affecting the commercial relations of the nations, particularly those of the United States with the Orient, noting the changes in public sentiment in this country toward railroads, as indicated by the recent election of Chauncey M. Depew to the United States senate, and in Germany and Russia and the far East, by the rapid increase in railroad lines, and point out the great decline in canal traffic, due to railroad competition, Mr. Daniels continued in the latter portions of his able and interesting paper, as follows:

"We are approaching the end of the ninteenth century, a century which Henry Drummond said, "has added more to the sum of human learning than all the centuries that have passed."

A few examples of the achievements of American railroads in a little more than half a century, and many of them within the last twenty-five years, cannot be inappropriate.

Before the railroads were built it took a week to go from New York to Buffalo, nearly thre weeks from New York to Chicago, and at that time no man would have thought of making a trip from New York to the Pacific coast, except a few of the hardiest pioneers, and when on such occasions the goodbyes were said, it was expected on both sides that it would be forever. If tomorrow night you would place a letter on the Pacific and Oriental mail train, which leaves New York at 9:15, you may be sure that your corespondent in San Francisco will be reading it next Monday night—four days from New York.

The framers of our constitution would have considered a man entirely beside himself who would have suggested such a possibility.

In 1875 the states east of the Missouri river were sending food and clothing to the starving people of Kansas.

Thanks to the facilities afforded by the railroads the corn crop of Kansas this year is three hundred and forty million bushels.

It seems but a very few years since I made my first trip to Colorado, and stopped on my way at the home of Buffalo Bill, at North Platte, Neb., on the Union Pacific. At Ogalalla, fifty-one miles west of North Platte, the Sioux Indians were roaming over the prairies and making more or less trouble for the white settlers who ventured so far out of the paths of civilization. The Nebraskan corn crop this year covers eight million acres, and the yield is two hundred and ninety million bushels.

Previous to the construction of the Northern Pacific, the Great Northern, Northwestern, St. Paul, Burlington and other railroads that traverse that wonderful region known as the "wheat belt," there was nothing to be seen but prairie grass and occasionally a band of untamed savages.

Minnesota this year will ship ninety million bushels of wheat, South Dakota forty-five million bushels, North Dakota sixty-five million bushels, and Montana four million bushels.

In 1849 there came across the continent reports of the discovery of gold in California, but the only means of reaching the Golden Gate was by sea around Cape Horn, or the long and perilous journey, with ox team, across the plains, including what was then styled in our geographies the American desert, and through the hazardous mountain passes of the western part of the continent.

The completion of the Pacific railroads changed all this, and opened new fields for all kinds of enterprises, in an unexplored territory, stretching over more than two thousand miles to the west, northwest and southwest of the Mississippe river, the products of which region were practically valueless until the means of transporting them were provided by the railroads.

The wheat crop of California this year is 57,000,000 bushels. The largest crop ever produced in California was in 1880, when owing to exceptionally favorable weather conditions that state produced 63,000,000.

The gold output of California for the year 1899 is estimated at $16,000,000.

The vineyards and orange groves of California would be of practically little value were it not for the fact that the railroads, by their trains of refrigerator and ventilated fruit cars, make it possible to transport the products of her fertile valleys to all sections of the country.

It seems but yesterday that the railroads were completed into Portland, Oregon, and Tacoma and Seattle, Washington, and it is marvelous that for the year ending June 30, 1899, there was exported from the Columbia river valley 16,000,000 bushels of wheat, and from the Puget sound region, 10,000,000 bushels.

Oregon and Washington form the northwest corner of the territory of the United States, south of the line of British Columbia, and are directly on the route to our extreme northwest possessions, Alaska.

The wheat crop of the state of Oregon and Washington for the year 1899 is 48,000,000 bushels.

There was exported during the year ended June 30, 1899, from the Columbia river direct to foreign ports, 1,100,000 barrels of flour, and from Puget sound points 400,000 barrels.

It is beyond question that American railroads today furnish the best service in the world, at the lowest rates of fare, at the same time paying their employees very much higher wages than are paid for similar service in any other country on the globe.

In the United States the first class passenger fares last year averaged 2.15 cents per mile, although on some larger railways the average was several mills less than two cents per mile; in England the first class fare is four cents per mile; third class fare for vastly inferior service is two cents per mile, but only on certain parliamentary trains.

In Prussia, the fare is 2.99 cents per mile; in Austria, 3.05 cents per mile, and in France, 3.36 cents per mile.

Our passenger cars excel those of foreign countries in all that goes to make up the comfort and convenience of a journey.

Our sleeping and parlor car system is vastly superior to theirs; our baggage system is infinitely better than theirs and arranged upon a much more liberal basis. American railroads carry 150 pounds of baggage free, while the German railroads carry only 55 pounds free.

The lighting of our trains is superb, while the lighting of trains on most foreign lines is wretched.

I may be pardoned for citing two examples of what I mean by the unsurpassed passenger train facilities of American railways. A single locomotive recently hauled a passenger train of 16 cars, 9 of which were sleeping and parlor cars, from New York to Albany, a distance of 143 miles, in 3 hours and 17 minutes, which is 44 miles per hour, and is the regular schedule time of this train. The train weighed 1,832,000 pounds, and was 1,212 feet—or nearly a quarter of a mile—long.

The Empire State express has for years been making the run from New York to Buffalo, 440 miles, in 8 hours and 15 minutes, an average speed of 53⅛ miles an hour, including four stops—two of them for changing engines—and 28 slowdowns, on account of running through incorporated towns and cities.

For one stretch of 22 miles, another of 17 miles, another of 16 miles, and another of 60 miles, the regular schedule time is 60 miles an hour. For one stretch of 12 miles it is 63.40 miles an hour. For another stretch of nearly 19 miles it is 64.86 miles an hour.

The weight of this train is 608,000 pounds, and it has seating capacity for 248 passengers.

These are some of the achievements of American railways in pasenger service that have not been approached in any other country of the globe, and in my opinion it is achievements of this character that have made it possible for the United States to expand its commerce with such astounding rapidity.

The fact that American passenger service attracts the attention of people of every other country who visit our shores is demonstrated by the desire of all foreigners to ride on the Empire State express—the fastest long-distance train in the world, and the further desire to examine the magnificent machines that haul our great trains.

The extent of our commerce, both domestic and foreign, may well astonish the representatives of other lands who visit us for the first time, but the extent of the territory of the United States made possible by the negotiations of Admiral Dewey in May, 1898, supplemented by those of the peace commission at Paris, will surprise our own people, as well as our cousins from across the waters.

We thought before the purchase of Alaska that our territory was large, but what vistas of commercial enterprise present themselves to us as we contemplate the fact that it is 3,144 miles from San Francisco to St. Michaels, Alaska, where an empire in extent awaits development by American capital and energy—and that it is 7,729 miles from San Francisco to Manila on the Island of Luzon, and that this is only one of the hundreds of rich islands that await similar development, not overlooking the Hawaiian islands which lie in our new ocean path.

Saturday afternoon last a United States cruiser left New York for Manila via the Suez canal, and the Sunday papers stated that it would take her three months to reach her destination.

Railroad men will be interested in knowing that the Manila and Dagupan railroad on the island of Luzon, which is the principal one of our Philippine group, is laid upon mahogany ties, the road passes through forests of that valuable wood and over inexhaustible beds of coal and other rich minerals. Shall we wonder then that American railroads are seeking connections that will secure a portion of the commerce that must come from the development of this rich region, which has so recently been added to the territory of the United States?

If it is true that "trade follows the flag," then with co-operation and reciprocity between the great transportation interests of the United States and the commercial and industrial interests of our republic, and with proper encouragement given to American shipping, our commerce should be as diversified as are the products of our soil, our mines and our mills; and our export trade should reach every mart on the earth, and should flourish on every sea and river where vessels ply; for, since the almost miraculous events in Manila bay and off Santiago, we may paraphrase the sentiment of Joaquin Miller in regard to Colorado and say of our flag, "it floats forever in the sun."

BUSINESS POINTERS.

Fresh cracked crabs at the National Cafe.

Sweet cream in any amount at the Parlor.

Hire's root beer at the Spa candy factory.

Burbank potatoes, $1 a sack, at Pat's Market.

Jeff's is "the only" restaurant. White cooks.

Home made chocolates, 30 cents a pound at the Parlor.

Best 15-cent meal, Rising Sun Restaurant, 612 Commercial street.

We guarantee our ice cream to be made of pure cream. The Parlor.

Chili con carne and frijolles at Lee Herring's National Cafe every day.

Pleasant furnished room for rent, 242 Fourteenth street. In private family.

Until further notice the Astoria creamery will pay 24½ cents for butter fat.

The latest in the confection line are those delicate Ice Cream Chocolates at The Spa.

Cold lunch, pickled pigs' feet, oysters, sheep's tongue, etc., at the National Cafe.

Do you know Snodgrass makes Stamp Photos? Call and see them. They are all the go.

Cream Pure Rye, America's finest whiskey. The only pure goods; guaranteed rich and mellow. John L. Carlson, sole agent.

For Rent—Furnished rooms, with first-class table board. Apply Mrs. E. C. Holden's, corner Ninth and Duane streets.

Buy Roslyn coal; the best coal for heating and cooking purposes on the market. George W. Sanborn, Agent. Telephone 1311.

Boquet de Cuba and Key West Gems are the finest 5-cent cigars that ever came to this market. Henry Roe, opposite brewery.

Roslyn coal lasts longer, is cleaner [illegible] than any other. George W. Sanborn, Agent. Telephone 1311.

When in Astoria, transient guests can secure unsurpassed accommodations at the Astor House. Perfect cooking and nice, clean rooms. Rates, $1 per day.

Visitors from Portland and elsewhere will find the pleasantest rooms in Astoria at the Bay City house, 179 Tenth street, Mrs. E. S. Andrews, proprietress.

Roslyn coal is the best and most economical coal for household use in Astoria. Try it once and you will have no other. George W. Sanborn, Agent. Telephone 1311.

Kelley's transfer wagons deliver box wood to any part of the city on short notice. All orders left at Zapf's furniture store, 630 Commercial street, will receive prompt attention. Telephone 2144.

The following reduced rates are in effect via the O. R. & N. between Astoria, Portland and intermediate points along the river: Fare, 25 cents; section, 25 cents; lower or upper berth, 50 cents each; stateroom, 75 cents.

Go to the Columbia Electric and Repair Company for all kinds of new and repair work, from a cambric needle to a bicycle, boiler or engine. Quick work and satisfaction guaranteed. Logging machinery of all kinds a specialty. Shop opposite Ross, Higgins & Co.

The concert hall opened by Charlie Wise at No. 339 Astor street is the one and only popular resort of its kind in that vicinity. Mr. Wise is doing something new among concert halls. He is not only selling a class of pure liquors, but is giving his place a management which insures gentlemanly attention and treatment to his patrons. The good music and the crowd will be found at Charlie Wise's place.

NEW BUSINESS LOCALS

Do you want a good meal when you visit Portland? If so, go to the Portland restaurant, 305 Washington street.

If you want any Health Food that your grocer does not have, write Knapp Bros. Health Food Co., East Portland, Ore.

Knapp Bros. Health Food Company, East Portland, carry a full line of all the Battle Creek Sanitarium Health Foods.

E. House's Cafe at 128 Third street, Portland, is regarded by many people as the leading restaurant in the Pacific Northwest.

Encyclopedia Brittanica, 28 vol., sheep, $25. Best teachers' Bible, now, 90c, at Hyland's Bros.' Book Store, Portland. See advertisement.

A good meal with meats rich in flavor and one you will enjoy with a relish, is just what you get at the Creamerie restaurant, 271 Washington street, near Third. Try it when you go to Portland.

If you are going up to Portland and miss going to the Creamerie Restaurant, 271 Washington St., you may consider that your trip will not be a success, as others will tell you, who do not miss it.

Holmes' English and Business College at No. 414 Yamhill street, Portland, is prepared to accommodate a large number of pupils this year. Already the classes are well crowded, a fact that indicates the excellent character of the institution.

Mr. N. R. Bridges, late of the Ellis Printing Company of Portland, has assumed the management of the Astorian job printing department, and is prepared to do all kinds of first-class, accurate, up-to-date printing. All work promptly delivered.

Why is Watson's restaurant in Portland patronized by thousands of people daily? Simply because it is the largest, finest and best equipped eating resort on the Pacific coast. Watson's restaurant has sixty-eight white employes on its pay roll. Remember the location, 109-11 Fourth street.

All kinds of reading! There is only one place we know of in Portland where you can find all the latest books and phamplets on the most advanced thought of the day, many books on subjects of advanced up to date topics not to be found in other book stores can be obtained here. It is worth your while to call when in Portland and see for yourself. Jones, 291 Alder St., Portland.

A tailoring establishment of some pretentions, located on Washington street, Portland, claims to have made 47 suits for dressy Astorians during the past six months. This statement is denied by the firm of Povey & Birchall, at 327 Washington street, near the Imperial hotel, who are patronized by the great majority of outside customers. Povey & Birchall make the swell suits for most of the stylish Portlanders, and feel that they are not excelled by any Portland firm for out of town patronage.

IMPROVED TOURIST SLEEPERS.

Railroads Are Acceding to Demands of Middle Classes Who Want Better Sleeping-Car Service.

In response to the demands of the times the O. R. & N. and its connections are placing in operation a much better grade of tourist sleepers for Pacific coast service than at any previous time. The largely increased traffic to this section of the country has demanded all the improvements of latter-day transportation, and in consideration of this the railroads are establishing a service which is excellent in every particular. Not only are the wishes of first-class passengers served, but those who are traveling to and from the East on second-class tickets are splendidly cared for. There was a time when a tourist sleeper appealed to a limited number of people who were traveling on the "cheap" order, in every meaning of the term. Now, however, there has been a radical change. With the better tourist sleepers in operation the class of passengers has been improved, and one may now travel upon them and enjoy all the privileges of a first-class sleeper at a greately reduced rate.

Daily, on the O. R. & N. east-bound fast mail, is attached one of these latest improved tourist sleepers, a model of beauty and handsome appointments. The new cars are almost an exact counterpart of the first-class sleepers.

One noticeable feature of the new tourist cars is th absence of a smoking apartment. The new cars being built by the Pullman Company are not provided with smoking apartments. This new departure has been taken because of the fact that most through trains are provided with composite cars, which [illegible] smoker for the sleeping-car passengers.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave.	PORTLAND.	Arrive.
8:00 a. m.	Portland Union Depot,	11:15 a.m.
7:00 p. m.	for Astoria and intermediate points.	9:40 p.m.
	ASTORIA.	
7.45 a.m.	For Portland & intermediate points	11:30 a.m.
6.10 p.m.		10:20 p.m.

SEASIDE DIVISION.

p.m.	a.m.			a.m.	p.m.
5:00	11:35	Lv	....Astoria....	Ar 7:40	4:05
5:25	11:55	Ar		7:20	3:35
5:50	12:13	Lv	...Warrenton...	Ar 6:53	3:10
6:30	1:00	Ar	....Seaside....	Lv 6:15	2:30

SPECIAL SEASIDE SUNDAY TRAIN

Leaves Astoria at 8:30 a. m.; arrives at Seaside 9:45 a. m.

Passengers may return on any train shown on schedule on same date.

ALL TRAINS to and from Seaside run ot Flavel and Hammond via Warrenton.

All trains make close connections at Goble with all Northern Pacific trains to and from the east or Sound points.

At Portland with all trains leaving Union depot.

At Astoria with I. R. & N. Co.'s boat and rail line to and from Ilwaco and North Beach points.

THROUGH TICKETS on sale at Astoria for Sacramento, San Francisco, all Eastern and European points.

City ticket office Astoria, 524 Commercial street.

J. C. MAYO,
Gen'l Fr't and Pass. Agent.

TEMPLE LODGE NO. 7, A. F. & A. M.—Regular communications held on the first and third Tuesday evening of each month. J. N. GRIFFIN, W. M.; E. C. HOLDEN, Secretary.