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.

STILL DIVIDING UP THEIR TERRITORY

Rumored Sale of a Northern Pacific Connection to the Great Northern.

MR. HILL'S OREGON FRIEND

President Mohler Kindly Acts in the Capacity of Inspector of the Property.

Tacoma Ledger.

A well-informed grain shipper said yesterday that he had it upon good authority that the Northern Pacific had leased to the Great Northern the Central Washington branch, which runs from Spokane to Coulee City, and taps the Big Bend country. He took the view that in future wheat from that section would be diverted from Tacoma to Seattle. He claimed to know that the annual shipments from that territory to Tacoma amount to 5,000,000 bushels a year.

Railroad men who were seen in regard to the matter yesterday say they know nothing about it, and do not believe it is true. They cannot see why the Northern Pacific should play into the hands of a rival line by turning over a good feeder.

A special from New York says that the line cannot be sold because most of the bonds are held abroad. The idea of the trade seems to be an agreement between the roads to keep out of each other's way, but there seems to be a hitch in arranging definite plans. While the relations of the two roads are seemingly friendly, there is a strong personal feeling between the two presidents, which leads many to doubt that President Mellen would transfer the road to President Hill.

A. L. Mohler, president of the Oregon Railway & Navigation Company, was in Spokane this week, and left for the west over the Great Northern. He did not join the Mellen party of Northern Pacific officials and accompany them west, as had been reported, but went out over the Washington Central branch of the Northern Pacific, returning to Spokane late Saturday night.

Mohler is known to be a close personal friend of President James J. Hill of the Great Northern, and Hill rarely comes west without meeting Mohler and having a long conference. The suggestion is made that possibly Mohler went over the line to inspect it on Hill's account, as the latter is in New York on important business, and knows no one in this section whose opinion on the condition of the road he would rather take than Mohler's.

WHY THE CZARINA IS DISLIKED.

The Czarina has for some reason won the animosity of her Russian subjects, says an American correspondent. Never popular because of a prejudice against her English ancestry, the disfavor with which she was regarded has lately grown enormously. It might be almost said she is hated today.

The Pan-Slavists and the military party are both against her. Her own ladies- in- waiting even join the intrigues. What is perhaps most serious the middle classes, who at first regarded her with a certain amount of favor, are gradully deserting her, while the great mass of the people, even the "dumb dogs," the peasants, cherish against her a feeling of sullen resentment.

Much of the Czarina's unpopularity is owing to an old feeling that the lower classes have that she is under an unlucky spell—that the ikons do not smile on her. When she crossed the Russian frontier she was received with lamentations, for the Czar Alexander lay dying and the whole nation was in sore distress. It was by his deathbed that she was betrothed, and the baked meats of his funeral might well have furnished forth her marriage tables. As a bride she had to listen to De Profundis instead of the wedding hymns, and to go about in mourning garments. The Russians are a superstitious race and they shook their heads even then. Evidently this western bride found no favor in the eyes of the fates. What good could come of a marriage celebrated in such circumstances? The birth of three daughters in succession, while the empire is left without an heir, is proof, they now say, that their former forebodings were but too well founded.

Another reason fort he ill will with which the Czarina is popularly regarded lies undoubtedly in the rumors current among all classes in Russia that the Czar married her unwillingly. Who it was who first invented these lying tales and still persists in spreading them abroad—more detrimental than ever just now—has never been clearly proved; that suspicion points to a member of the imperial family. Whoever it might be, however, and whatever may be his object, he—or is it a she—has certainly done his work with quite diabolical cleverness.

It has been the Czarina's misfortune—it would be unjust to account it to her as a fault—to have arrayed against her the whole time she has been in Russia the three most influential personages in the empire; and to this fact is due in a great measure her unpopularity among the higher classes. Mr. Pobdedonostzew, the head of the church; the Grand Duke Vladimir, the head of the army, and the Czarina Dowager, who is practically the head of the court, all dislike her, and all make scant efforts to conceal the fact.

They were bitterly opposed to her marriage and strove hard to prevent its taking place; then, when they failed in this two of them at any rate set to work deliberately to render her position as unpleasant as possible.

Mr. Pobdedonostzew's reason for objecting to the Czarina lies in his fear lest she should throw her weight into the scale against his anti-freedom-of-conscience policy. He is well aware that in her persecution of the unorthodox religions he has no sympathy to expect—nothing, indeed, but active opposition—from one who, as the daughter of the English Princess Alice and niece of the Empress Frederick, has been brought up under those liberal influences which he regards with the greatest alarm.

The Grand Duke Vladimir would probably dislike, and would certainly intrigue against any woman who chanced to be his nephew's wife, and as such the possible mother of an heir to the crown. For as he has firmly made up his mind that he himself will be emperor some day, he holds, naturally enough, that the fewer rivals there are in the field the better. As to the Czarina Dowager, why she should have entered the lists against her daughter-in-law is a much disputed question.

Some say she dislikes her because she is German; others because she is her successor and s'ts in the chair of state in which he himself once sat; others again because she idolizes her son and thinks his wife married him only from ambition. Be this as it may dislike her she certainly does. The very beggars in the streets in St. Petersburg know that their Czar's mother never willingly looks on the face of their Czar's wife.

ORIGIN OF SOUTH AFRICAN NAMES

RELATION OF THE STATES

How the Dutch Got the Designation of Boers—Some Interesting History.

The origin of the names of the various countries of South Africa is interesting at this time, the eyes of the world being turned in that direction. "The Cape" signifies but one place, the southernmost point of Africa, Cape of Good Hope or Cape Town. The ancient Dutch settlers gave it the name of Kaapstad. The Cape of Good Hope is a promontory over 600 feet high. There is a lighthouse built at the extreme end of it, but it is seldom visited, Cape Town being quite a distance from the cape. Cape Colony has a larger area than that of France.

Next to this colony is another British possession, Natal. This was first explored by Vasco de Gama and, being Christmas day, he called it Terra do Natal, Land of Nativity. Its present capital, Pietermaritzburg, is quite a pretentions town. Durban, its commercial seaport, was originally called Port Natal.

To the northeast of Cape Colony, between the Orange river and the Vaal, is what is called the Free State, the Virj Staat of the Dutch. Its official title is the Orange Free State, but it is often called the Orange Republic. The capital, Bloemfontein, was named in honor of the ancient house of the Stadholders in the Netherlands, the house of Orange-Nassau. In fact, the flag of the Free State, like that of the royal house of Orange, is white and orange; and in all public ceremonies the president wears an orange scarf. England conquered this republic in 1848, but a few years later she restored its independence, having the Crimean war on their hands at the time.

Transvaal, "Across the Vaal River," was first called the Dutch-African Republic, but this was changed to the South African Republic.

The land beyond the Transvaal frontier, called Bechuanaland, is a British protectorate. The word Boer is Dutch and is applied to the rural land proprietors or farmers. In Cape Town you will hear of English Boers or Dutch farmers, according to the language used. Both have the same meaning. In Dutch there are: Vieboeren, raisers of cattle. Kornboeren of grain; Wijnboeren, viticulturists, etc. The origin of the world is rather curious. In 1652 a ship's doctor of the Dutch East Indian Company, Jan von Riebeck, disembarked at Cape Town with some sailors, soldiers and workmen and a gardner and his wife. Their object was to found a station where the company's vessels would be able to obtain fresh vegetables, eggs, milk and fresh meat; in fact, the edibles necessary to keep the crews from getting scurvy. The gardner's wife was given the care of the cows of the company and was called "deborein"—the peasant. The others, the soldiers, sailors, etc., received small grants of land and planted maize, wheat, cabbage tobacco, tulips and other vegetation. These were the first Boers or peasants. Afterward, increasing in numbers and establishing themselves in the cities they became known distinctively as the Boer people.

FUNNY CHINESE IDEAS.

North China Herald.

Many so-called educated Chinese firmly believe that a kingdom exists where all the inhabitants are pigmies; one where all are giants; another where all are women, and still another where every person has a hole through the center of his body, so that, by means of a pole thrust through this hole they can be carried from one place to another. In substantiation of this belief they say that they have seen pictures of them.

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 frijolies 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 and makes less trouble with stoves and chimney flues 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, 199-11 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 contain a 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	4:00
5:25	11:55	Ar	...Warrenton...	Ar 7:20	3:25
5:50	12:13	Lv		Ar 6:52	3:10
6:30	1:00	Ar	....Seaside....	Lv 6:15	2:20

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. O. HOLDEN, Secretary.