

Daily Astorian.

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the traditions and policy of the United trouble has been, whether they stood States, but it was acquiesced in by this to nght or retreated without fighting. government to secure the execution of they have always got away into the which a coaling station was conceded them, and came back to fight another us in Pago Pago Bay. As was antici- day. General Otis has now adopted the pated at the time, the tripartite ar- sensible, not to say obvious, plan of time. Three ships on the Atlantic seabe abandoned by mutual consent. The transports, with naval support, to United States will take the island of Lingayan, on the bay of that name on Tutuila, the only thing that concerns the northwest side of Luzon, where he us, as a "sphere of influence," and landed and advanced upon Aguinaldo, service," said Perkins. Great Britain and Germany will divide holding the mountain passes to the the other islands. This will secure all east. At the same Lawton is advancthat was desired, with a paramount ing from the south, and it is expected the islands that is of any value to us, caught and held and forced to a con-

unsuccessful experiment of running a While it is difficult to feel enthusias-South Pacific kingdom by three consuls tic confidence in the success of this tail Perkins' private affairs. The latof different nationalities who never plan, so great is Aguinaldo's talent for ter received his undivided attention could agree. The adjustment seems in avoidance, it is more encouraging than every way satisfactory all around, un- anything we have heard heretofore. less it may be to the Germans in Samoa There should be troops enough availwho undertook to run the whole affair, able to make it effective and there can and are put off with some minor depet. be no question of the result so far as dencies. it depends upon actual fighting. The

and will terminate the annoying and clusion.

larger than was looked for. During the

year there was an increase of over 1,400

in the number of post offices, showing

the money order department, which is

million orders during the year. Multi-

and in every way ratisfactory. The

system is an aid to many retail mer-

insignificant. If it were not for postal 1865 to 1890.

essential condition seems to be that The gain of over two million dollars Wheaton shall have troops enough to shown by the report of the auditor of prevent the escape of the Filipinos to kins to commodore. the post office department is most the mountains. If that can be done

and another hundred million and a half space. For a good many years to come besides. National finances are in the development of American railroads is likely to lie in the improvement of splendid condition, and thus stability existing lines, rather than in the conis imparted to business in general. So struction of new ones, encouraging is the prospect that mer-

chants look forward to the coming HOW A NAVAL OFFICER WAS presidential election with equanimity SPOILED.

and not with their usual trepidation. The recent death of Commodore Gro Fusiness is going right on prospering. H. Perkins, U. S. N., recalls an interesting episode in his taval history He joined the navy in 1851 and was a licutenant in 1861 when the rebellion broke out. During the following four years Perkins rendered good service and was almost constantly on active A fresh war in South Africa has for

sea duty; having 3 years and 8 months' cr-dit for sea service up to January 1 1566. During the period up to October 1, 1891, of 25 years 10 months his total March, 1882, and retired after 9 years' service in that grade with a sea sercitated to perform his share of duty. but simply because his private affairs

a view of having the order revoked.

ed to one of them." go.' "Then I'll have to resign from the

if you attempt it."

and after serving eleven months re- posed. turned to als domicile in Boston, Chandler having given place to Whitney,

who had more consideration for Cap during the following five years and a on the retired list of captains.

It was expected that gains this campaign should bring the insurwould be shown, but the balance on rection to an end. the right side of the ledger is much

EXTENSIONS OF RAILROADS.

LIGHT AT LAST IN LUZON.

some time withdrawn attention from

the old war going on in the Philippines.

hopeful importance to the bulletins

however, with the recurrence of a sea-

son less unfavorable to military opera-

tions in Luzon, the movements report-

ed have begun gradually to assum

an account of the opening of what ap-

Earl W. Mayo, in Alashee's. In 1839 there were 23 miles of railroad the circumstances he was much occua steady increase in population and a in this country. In 1899 the mileage is pied. The service was forgotten or ig constant reaching out of the people 10,000. In these seven decades railway nored so far as its duties and responinto new regions. There was a gain In building has gone on at a rate of 2,500 sibilities were concerned; he remained miles every year, or nearly ten miles on the active list apparently only for for every working day. The total mfle- promotion to commodore before retira most useful branch of the post office. age of the United States is, roughly, ing. The number of orders issued during the one-half that of the whole world.

year was 29,007,570, calling for \$442,482. There are not half a dozen other coun-

STRANGE PARALLEL TO

railway within their boundaries. The average capitalizations of the different tudes of people who do not keep bank systems is \$57,000 per mile; the total Captain Alfred Dreyfus is not th first famous victim of French bigotry accounts find the money order system is steadily approaching \$20,000,000; it and injustice. But the man whose case very convealent, absolutely reliable is equal to an investment of nearly offers the most complete parallel to \$35,000 per day for the whole period. that of Dreyfus was never in his own Even these figures to not tell the lifetime recognized as innocent. His story in its full impressiveness, Down chants as well as to their customers, to 1850 the growth of railroads was nersecution was ended only by a final act of barbarism-death torture by vas done last year at a slow. The next four decades marked breaking on the wheel."Not until Volloss to the government of \$105,156, but the period of expansion. Over 135,000 tolles, considerably more than haif of taire brought to light the somber and the benefits to the people and to trade the total length of road in the counblood-stained history of Jean Calas did in general make this loss appear quite try, was built during the 25 years from France recognize that she had committed a crime which could not be atoned for.

money orders a large number of people. In 1850 the rallway lines of the coun-Jean Calas was a Protestant mer chant of Toulouse. In many points his

some of them living in villages and try were confined to the North Adantic small towns, would have no way of were a few short roads in other parts making remittances by mall, and retail of the country. During the next ten merchants and others in large etties yeas a number of lines were pushed would have their trade very much cur- west to the Mississippi. In the following decade the first transcontinental tailed. system was completed, joining the Pa-

354, which is a net increase of over a tries that have one-tenth as much

clfb coast to the rest of the country. An excellent encopalge document is The calicoads built in the West, when furnished by Hor. Ellis H. Roberts, the engine was the first pioneer and treasurer of the United States, in his armed guards were necessary to keep annual report to Secretary of the as parefully and elaborately construct. Treasury Gage. The report is, of ad as would be those of a more popucourse, strictly official, but any one ious and older country. The one can see by even a casual glance at its, mand besued to the constructors, was statements that the finances of the no. "Make it cheap to assessments, that tion are insplendid condition. There possible. It was not necessary to has been a marked increase in the use sider the claims of towns near th of gold coin, a decrease in the use of posed line; the towns followed the silver. A gain in revenue receipts of road. The contractors turned up th \$16,553,419 from customs and of \$101.- realised. The near st and most con-536,529 from internal revenue has oc+ venient timber, whatever its kind, wa curred as compared with 1898. The utilized for thes and bridges Train total revenue receipts of \$515,960,620 began running over such section of were the largest of any year in the hiss track as it was laid Improvements tory of the country excepting 1865, country was built something after this came later. Most of the railroad in this Mr. Roberts lays a good deal of em- manner. Much of it has been reconphasis upon the large accumulations of structed since. Rock ballast has been gold in the treasury, which amounted fut in, dinney wooden bridges have gold in the treasury, which amounted given place to substantial steel struc-on Sept. 30, 1899, to \$254,328,821. The turns; heavy steel rails have replaced time can easily be recalled when the lighter ones of iron; curves have been \$100,099,099 of gold reserve, considered straightened; steep grades have been sacred for the redemption of treasury abandoned for tunnels and cuis; now sacred for the redemption of treasury the block signal is coming and the grade crossing is going. As the com-nanies grow in wealth and the business the hundred million fund is on hand increases, this process will continue