

Daily Astorian.

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LYING TO THE CUBANS.

Brooklyn Standard-Union.

So it seems Pettigrew has been at it again, making mischief in another direction, but always making mischief for what reason the Lord only knows, but apparently just for the sake of mischief. He and Senator Butler of North Carolina are reported by the "Cubano" of Havana as having given that paper an interview recently, in which they declared that they are convinced that the Cubans are fit for self-government, which is their individual opinion, but that President McKinley is "not fulfilling the sacred promise of the joint resolution," which is an attempt to make bad blood toward the chief executive, and that he evidently intends to convert Cuba into an American colony. There seems to be, under our most liberal laws, no limit that can be placed on such loose talk on the part of persons whose accidental positions give it an air of being official, and the restraints of decency are unknown to them. They care not what needless anxiety they cause to innocent victims so long as they make a political "point."

But the choicest bit of all the "Cubano's" article is this paragraph: "The Cubans do not believe the promises of President McKinley, knowing that the only people who can help them are the democrats, who hold the freedom of Cuba as most sacred."

This must have been inspired by Pettigrew himself, for the editor cannot be old enough to know the history of the democratic party, which held the "freedom of Cuba" so very "sacred" that it repeatedly tried to steal the island in the interests of the extension of American slavery and the enrichment of faithful democrats.

Of course, the Cubans, who do not know the political worthlessness and unreliability of the senator from divorce-land and his conferees from the piney woods, are likely to believe these outrageous falsehoods, and trouble may ensue. With the two worthies it is simply an attempt to make political capital for the democratic party.

UNIVERSAL WAR OR UNIVERSAL PEACE.

Brooklyn Standard-Union.

Just at this juncture, with the Boer-British war on its last legs, and the insurrection in the Philippines reduced to spasmodic guerrilla, or bandit, efforts on the part of the scattered remnants of Aguinaldo's Tagals, and an occasional outbreak of speech on the

part of their sympathizers in Boston, it may be interesting to learn that the world is not to be deprived entirely whatever of excitement or enjoyment it can derive from the perusal of war news. If what Lieut. Totten says is true. Briefly told, this is nothing less than something like a world-wide "shindy," and the wiping out of Russia by the combined efforts of England, Germany and America, and the final battle in the conflict of civilization is to be fought in Palestine.

The fact that Lieut. Totten is said to have predicted the war between this country and Spain is a disturbing recollection with some people. The lieutenant, though no longer an army man but a New Haven printer, is still a man of war. He is well up in the Scriptures and apt with quotations on the subject of war, which, he points out, "began in Heaven," and is to endure until the second coming of Christ.

Incidentally Mr. Totten believes in the retention of the Philippines by this country, and in a first-class American navy, and there at least he makes no mistake.

To offset his views on universal war it is interesting to note that a pamphlet published by a Dr. Nossig, in Berlin, is advocating a continental league in the interest of peace. He wants to see Germany and France reconciled, and says Russia is not an enemy of Germany, but a friend and ally, and this European "league of peace" is to unite against "war-making England," and not "peaceable Russia" in the "interests of peace."

And there you have it. As between Totten and Nossig, "You pays your money and you takes your choice."

NATIONAL AID FOR GOOD ROADS.

Chicago Times-Herald.

The agricultural department calls attention, in a recent circular, to the fact that thirty-one states have created labor bureaus or bureaus of industrial statistics, while but half a dozen have highway commissions with jurisdiction over road affairs.

The average state legislature is startlingly prolific in measures for regulating almost every conceivable business that is carried on within the state.

It does not stop with regulating the activities of mankind, but occasionally takes a shy at the laws of nature, suspending them or repealing them according to their own pleasure. Singularly enough, the most important question that most vitally concerns the industrial prosperity of the state—that of good roads and how to provide for their construction—is almost entirely ignored by the legislatures. Some of the states whose legislatures put in their time fixing passenger rates for the railroads provide nothing but mud roads on which the farmer must haul his products to the market.

The first steps in the inauguration of a good roads movement in each state should be to legalize a bureau of highways or the appointment of a non-partisan highway commission, whose duties should be to establish a capable engineer in each county, to systematize local laws and locate suitable material for road purposes. The system of "working out road taxes" should be abolished and the poll taxes should be collected in cash. This, combined with the principle of state aid, is the only practical solution of the good roads problem. In addition to this work on the part of the state congress should appropriate funds for the offices of public road inquiries or the establishment of a national highway bureau to co-operate with the states in educating public sentiment concerning the importance of good roads and how to construct them.

NOT RUSSIA'S BUSINESS.

Chicago Tribune.

In commenting on the story that the czar is to support the sultan against American aggression The Neue Freie Presse of Vienna says:

It is difficult to conceive what practical advantage would accrue to the United States from participation in the eastern question, but it will be a disagreeable surprise to Russia to find in America a new rival in a domain which Russia has always regarded as her traditional inheritance. This is the climax of misconception. The United States has never thought of participating in the Eastern question and is only too glad to leave that bone at the center of a circle of snarling, jealous dogs which neither gnaw nor let gnaw. It has not now and does not intend to have anything to do with the complicated problem of "the balance of power," but is making a separate, simple and frank demand upon the sultan for the fulfillment of his own express promise.

In this there is no thought of territorial aggrandizement either, so that

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it cannot be considered a possible menace by any European state. A certain sum of money has long been due, the debt is acknowledged, the promised payment is deferred. Month after month passes and it is still deferred. Finally it becomes probable that the doctor, though bound by his own agreement, will never cease shuffling and equivocating until the stern word "must" is vitalized by a display of force. Should we retreat at this point or go forward?

If we draw back, farewell to American prestige in Turkey. Every scowling Moslem will think that he may insult and plunder any citizen of the United States with impunity. The harvest of the not distant future will be a new crop of outrages, which must make the same old issue acute once more.

So, while absolutely nothing is to be gained by forbearance, it is clear also that the delay is dangerous, and under such circumstances it would be a grave dereliction of duty to hesitate. Both lives and property may be said to be at stake, as well as the dignity, honor and influence of the nation. If the sultan does not yield to diplomacy let him see the white squadron.

As for Russia, the facts should satisfy her that she has not the slightest reason or excuse for meddling. She has no more concern in this business than we have in the eastern question, and her intervention, if there should be any, would be an impertinence and an infraction of international rights. That being the case, she must not be allowed to determine our course. Her intermeddling will not be tolerated—the fact that she is so powerful only making it more intolerable.

THE NICARAGUA CANAL.

When built will prove the link between prosperity and many people. The farmers in the extreme east, as well as those in the extreme west, will perhaps profit by it most. It will prove a blessing to humanity in general, improving the condition of the nation, as Hostetter's Stomach Bitters has that of the individual. The Bitters are for everybody, but particularly for those who do not possess health. There have been many cases of dyspepsia and indigestion cured by this medicine. Nothing to equal this remedy has ever been discovered for ailments of the stomach, liver, bowels or kidneys. You will find that it will cleanse the blood and sharpen the appetite. See that a private revenue stamp covers the neck of the bottle.

Babies are sometimes called new waves on life's ocean, but they are only fresh squalls.

GOVERNMENT PROPOSALS.

Custom House, Astoria, Oregon; Collector's Office, April 28, 1900. Supplies for Revenue Vessels.—Sealed proposals for supplying ship chandlery rations, and coal to vessels of the United States Revenue Cutter Service, regularly stationed, or temporarily, at Astoria, Oregon, and delivered on board said vessels at that place during the fiscal year ending June 30, 1901, will be received at this office until 2 o'clock p. m. of Saturday, May 12, 1900, at which time and place they will be publicly opened. The coal furnished to be anthracite or bituminous of best quality; uniform in character; to weigh 2,240 pounds to the ton; to be delivered on board the vessels at such times and in such quantities as may be required, at localities readily accessible to said vessels, and to be subject to inspection as to quality and weight. Bidders will name the prices both for steaming and stove coal, and also their facilities for furnishing the vessels with fresh water, and their charges therefor. Blank forms of proposals, with schedules showing articles of ship chandlery and component parts of rations, may be had upon application at this office; proposals must be submitted on these forms. Separate bids will also be received the same time and place for lubricating and illuminating oils. The right is reserved to reject any and all bids, and no contract will be put in force until congress shall have made an appropriation for the purpose. JOHN FOX, Collector.

PROPOSALS FOR LIGHTING STREETS.

Notice is hereby given, that until 3 o'clock p. m. on Monday, the 7th day of May, 1900, the committee on streets and public ways of the common council of the City of Astoria, will receive sealed proposals for lighting the streets of said city for one or more years, which said proposals will be reported to the said council for consideration on said 7th day of May, 1900. The right is reserved to reject any and all bids and bids must be accompanied by a certified check, payable to the order of said committee, for one-fifth of the amount of the bid for lighting the streets for one year as a forfeit to the city of Astoria in case the bid should be accepted and the bidder should fail to enter into contract with the city in compliance with the same. C. C. UTZINGER, W. J. COOK, LOUIS AGREN, Committee on Streets and Public Ways of the Common Council of the City of Astoria.

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WHITE COLLAR LINE. Columbia River and Puget Sound Navigation Company. Bailey Gatzert leaves Astoria daily except Sunday at 7 p. m. Leaves Portland daily except Sunday at 7 a. m. White Collar Line tickets and O. R. & N. tickets interchangeable on Bailey Gatzert and Hassalo. A. J. TAYLOR, Astoria, Agt. U. B. SCOTT, Telephone 111. President.

O.R. & N.

TIME SCHEDULES From Portland.

Table with columns: DEPART, ARRIVE, and train details including Chicago-Portland Special, The Overland Express, and Columbia River Steamers.

G. W. LOUNSBERRY, Agent, Astoria. W. H. HURLBURT, Gen. Pass. Agt., Portland, Or.

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GREAT NORTHERN RAILWAY TICKETS to all POINTS EAST. Through Palace and Tourist Sleepers dining and library observation cars. ELEGANT VESTIBULE TRAINS. No. 4, "Flyer," leaves Portland at 6:20 p. m. No. 2, "Flyer," arrives Portland at 8:00 a. m.

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SEASIDE DIVISION. Leave 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.