

Daily Astorian.

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As has often happened, a blood-thirsty mob makes the discovery that it has lynched the wrong negro. As is also customary, they are not at all abashed by a little accident of that kind but go merrily on reducing the colored population.

The Baker City Republican never loses a chance to have a whack at Astoria or, incidentally, to laud the O. R. & N. This time it is Senator McBride's plan to provide the customs service at the mouth of the Columbia with a \$15,000 launch that rouses the Republican's ire.

The report of Captain W. W. Harts, United States engineer, on the Columbia river, if given proper attention by the department and congress will assure the improvements necessary to make not only the Columbia valley the leading line of communication between the coast and the interior but its mouth the leading port of entry on the Pacific coast.

GROWTH OF ANGL0-SAXONDOM.

New York Tribune. Mr. J. H. Schooling has recently devoted in The Pall Mall Magazine—one of his statistical and analytical articles to the subject of the growth of the British empire in the nineteenth cen-

ture. The showing that he makes is a highly impressive one. The territorial increase has been, in the colonies, from sixteen times to ninety-six times the area of the United Kingdom, or from 2,000,000 to 12,000,000 square miles, and this has been made in all parts of the world—America, Asia, Africa and Australasia. Comparable with this has been the increase of population. In 1800 the population of the British empire, outside of the United Kingdom, was about 100,000,000, only 2,000,000 being white. In 1900 the total is 243,000,000, and 12,000,000 are white. These figures, of course, vastly surpass those of any other European nation. We have said that British colonies, etc., are now ninety-six times the area of Great Britain. These of Germany are only five times the area of Germany. True, German colonization is of recent date. But France has been colonizing as long as England, and her colonies today are only eighteen times her own area. At the same time that Great Britain has been planting great colonies her domestic population has increased much more rapidly than that of either her great rivals. The population of the United Kingdom has increased during the century from 15,000,000 to 41,000,000, or 175 per cent, while that of Germany has increased from 21,000,000 to 55,000,000, or 162 per cent, and that of France from 27,000,000 to 39,000,000, or only 45 per cent.

In these figures are shown the tremendous vitality of the British stock and one of the secrets of the unrivalled growth of the British empire. The other great branch of the Anglo-Saxon race, or of English speaking race, shows during the same century a growth only a little less impressive in some respects than that of the British empire, and decidedly more impressive in other respects. At the beginning of the century the area of the United States and its possessions was something less than 35,000 square miles. At successive periods of expansion, that area is approximately 3,700,000 square miles, in both hemispheres and in three of the globe's five zones. The population has in the same space of time increased from less than 6,000,000 to about 80,000,000, the overwhelming majority being, of course, white, and speaking the English language as their native tongue. While the territorial growth of the United States has been therefore less than that of the British empire, the growth in population has been proportionately much larger. If we should enter into statistics of increase in manufactures, commerce and wealth we should find the United States to have surpassed the British empire and all the rest of the world so far as to be beyond all comparison with them. It is, indeed, no mere brag or spread eaglesism to say that, beginning the nineteenth century as one of the minor countries of the world, at the end of the same century Earth's Biggest Country's gut her soul. An risen up Earth's Greatest Nation! These two great powers, then, easily outrank all others in growth and present magnitude. They do so, each of them, taken separately. Taken together, in a classification of the world according to languages, they have a most impressive supremacy. At the beginning the English language was, in point of numbers, one of the minor tongues. It was used by perhaps 21,000,000 people, and was considerably surpassed by the French, German and Spanish languages, and probably also by the Italian. Today it is the language of about 130,000,000, or of nearly twice as many as any of the others mentioned, German coming next with about 65,000,000, Spanish with 55,000,000, French with 45,000,000 and Italian with 35,000,000. Even Russian, which is scarcely ranked among the cultivated languages, is not used by as many as is English, nor is it at all certain that any one of the various distinct languages used in China and India surpasses English in the number of its users. We shall not incur the reproach of extravagance, then, if we reckon that the English language is today used by more people than any other language in the world. When we consider from what a small beginning this fact has been developed in these hundred years, the expectation of a practically universal language within the next century seems by no means overstrained, and when we bear in mind the enormous ethical, social, commercial and political influence of language the future promise of the English speaking race expands beyond all measurement.

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The yellow papers are read. The which explains their hue; Some other papers are not read. And therefore they are blue.

ASIATIC COMMERCE.

Senator Fulton Tells What the Railroads Should Do for Oregon.

Blue Mountain American. The commerce of the Pacific is destined to be the prize of the centuries. Immediately after Mr. McKinley was elected the second time, the editor of the American wrote Senator C. W. Fulton, of Astoria, in reference to the state of Oregon inaugurating some systematic effort to get in line to properly engage in the great commercial struggle about to be inaugurated.

My dear Mr. Fulton: On my arrival here November 20, I found your two excellent letters, one dated November 20 and the other November 15. Allow me to thank you very sincerely for your complimentary reference to my paper and myself. The opinion of such men in this regard is worth more to me than any money's worth.

As has been stated, the commercial freighted with the greatest possibilities that have ever come to the Pacific coast. As has been stated, the commercial trend of the times is a hopeful augury of a new and astounding commercial era for the entire Pacific coast and the great Northwest. There are concealed the primal conditions of this new situation features which Oregon cannot afford to ignore in her early inception and thus "baffle" while the rest of the world is destroyed before her very eyes.

Enlarged and enlightened commerce is to transform the Orient set into a citizen, the hovel into a cottage, the precinct into state, commerce knows no church, no creed, no color, no nationality. It revolutionizes everything it touches. Now the time for which all other things have waited so far as Oregon is concerned has come. Let us create the future we can see her entering the field of commercial greatness and winning for herself laurels of a great success.

Let the representative people of Oregon through their business men, bankers and statesmen organize what we shall call the "Oregon Oriental Business League." (A better name may be suggested.) The object of which league is to be the advancement of Oregon's interest in a commercial way in the Orient and the Philippines. Let a fund, say, of ten or fifteen thousand dollars be first raised and permanent offices established at Astoria or Portland. Then let some shrewd, experienced, determined citizens be selected to visit China, the east coast of Russian Siberia, passing through the Chinese empire and especially the Yangtze Kingdom visit the Philippine Islands, returning by way of the Hawaiian Islands.

In opening up trade relations between this city and the republic of Mexico. The two commercial commissioners to the Orient from Oregon should get some kind of a recognition or commission from the president which would be a source of protection as well as giving credit to the officers of the government in foreign countries from "bait to king."

The power of personal initiative in us as a people is the abiding trait of paramount usefulness. The world is indebted to America for the inventive genius of the age which has made our modern progress possible. What America has given to the world most of the useful mechanical inventions, including the telegraph, telephone and various electrical appliances, which she is yet to accomplish the greatest things of a world's factor if she can enter properly upon the solution of this Oriental trade question.

I agree with an illustrious American who recently said that he believed, should Anglo-Saxon prestige be destroyed, human civilization would be reduced to a barbaric stage.

My dear Mr. Young:—I have received your very interesting letter of the 23rd inst. I fully agree with you on the importance of taking some step to place Oregon at the front in the commerce of the Orient. I think that your suggestion that the harbor of Astoria be enlarged and that representatives be sent throughout the far East to promote our interests, a most excellent plan, and I will gladly co-operate in maturing and carrying out any such plan.

By common rates, I mean the same rates as are enjoyed by Seattle, Tacoma and Portland, and every railway point in the state of Washington. The impression prevails that this question is one of interest to Portland and Astoria, and that it is simply an issue between these two places. The truth is, it is a matter of the most vital importance to the people throughout the state of Oregon and the commerce of the entire Columbia basin.

Some people say, "Portland is the natural shipping point for Oregon." Very well, if she has natural advantages they will protect her, and she need not fear being damaged by equal rivalry being extended to other points. Her natural advantages will protect her and what we want is, that all Oregon seaports shall be placed on an equality with all seaports of Washington.

conditions? Have not the people of Oregon the right, indeed is it not their duty, to demand that our railway lines give us equal rates, under like conditions, to those enjoyed by our competitors?

Exactly the same rule applies to west-bound shipments. The farmer who desires to ship foreign furs that if he would ship from the Columbia river, he cannot get common rates to that point, that is, he cannot ship there for the same rate as he can ship to Tacoma or Seattle. He can ship to Portland for the same price, but from there he must take either a seagoing vessel and pay towage, detention charges and possibly lighterage, or he must pay local rates from Portland to the mouth of the river in order to get his freight forwarded to that point.

Our Portland friends seem to think that if the census returns, Washington Astoria, it would work to Portland's injury. Such a policy in Washington has not resulted injuriously to Seattle and Tacoma. I suppose you have observed that the census returns, Washington is shown to have a population something like a hundred thousand more than Oregon. Ten years ago we were ahead of Washington.

I do not suppose any Oregonian is willing to admit that Oregon has been less favored by nature, is less wealthy in natural resources and advantages than Washington. I am not. But it is necessary that Oregon shall have equal transportation rates. The Northwest Pacific hauls wheat on an up grade from points as near as Puget Sound, and fifty miles further from Tacoma, than corresponding points in Oregon are from Portland, on the new line of the O. R. & N., on a down grade, for exactly the same distance.

Every one who gives the subject any thought knows that it must cost more to tow from Astoria to Portland, 110 miles, than from Astoria to the sea, 15 miles. However, I fear you will think I have wandered far from the subject suggested in your letter. I believe my suggestions are germane to the question, and while there are other things to be done and your proposals are on the right line, we must have common rates with Washington to the seaboard and to the East.

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Advertisement for GREAT NORTHERN RAILWAY, highlighting its routes, services, and the safety of its trains.

Advertisement for FOLEY'S HONEY AND TAR, a cough remedy, and other medicinal products.

Advertisement for ASTORIA AND COLUMBIA RIVER RAILROAD, detailing train schedules, fares, and services between Astoria and Portland.

Advertisement for THE LOUVRE, a social and entertainment venue in Astoria, offering dining, dancing, and music.

Advertisement for BEST OF EVERYTHING, promoting The Northwestern Line and its passenger service between St. Paul and Chicago.

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Advertisement for GO EAST VIA GREAT NORTHERN RAILWAY, promoting the shortest and quickest line to the East.

Advertisement for POSSIBLY YOU ARE NOT AWARE OF THE FAST TIME AND SUPERB SERVICE, featuring Union Pacific and Overland routes.

Advertisement for "OUR SPECIALTIES" THROUGH SERVICE, offering Pullman Palace Sleepers and Pullman Tourist Sleepers.

Advertisement for WHITE COLLAR LINE, providing services for business and social occasions, including dining and entertainment.