# Che morning Astorian 

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## HOW CITIES ARE MADE.

The Oregonian, in an excellent Sunday editorial calls attention to the dire consequents which hav resulted from the improper laying out of that city the streets of which are too narrow and the blocks too short. The case of St. Lonis is cited in support of the well-defined theory that narrow streets tard mumicipal progress. St. Louis has no elevated are wide enough to enable the surface lines to handle are wide enough to enabie the the blocks reduces the number of stops and thereby cuts down distance Less than half the time is required to travel a mil in St. Louis by street car than is required in Ne York, or, in
If a mistake was made in laying out Portland, an everlasting crime was committed in the laying out of Astoria. This bustling eity of 15,000 or more people is trying to transact nearly all of its business on one narrow, shaky street. This street measures about 34 feet from sidewalk to sidewalk, and of this width the street car track occupies almost six feet During the busiest times of the day teams block the thoroughfare, and the pedestrian on the sidewalk covered with mud from the wheels of passing wagon f the weather happens to be at all wet,
Certainly commercial street is not wide enough to accommodate the amount of traffic at present
handled. Astoria is a growing city, and if one may judge from the increase in population of the last two years it will not be long before the 25,000 mark is reached. What, then, will we do for a street?
Our present alleyways will not suffice to accommoOur present alleyways will not suffice to accommo-
date the traffic of a city of 15,000 , much less that of a city of 25,000 . We are face to face with municipal problem that must be solved, and solved at once.
There is just one way out of the dilemma-every other street in the city must be vacated. The sooner this done, the lighter will be the cost. Nearly all
of the present-day property owners will be compelled of the present-day property owners will be compelled
to bear the burden of an early error in laying out the to bear the burden of an early error in laying out the growing smaller, it might be advisable to remain inactive; but, as Astoria is expanding every day,
delay in correcting the street system merely adds delay in correcting the street system merely ad
cost to the project. Here is somethin settle.
Incidentally, it might be mentioned in this connection that there have been some surprising in stances of public neglect during the past few year Not many months ago a seawall proposal was un-
dertaken. A committee of energetic men spent eight or ten weeks in preparing a preliminary report. This report was submitted to the Chamber of Commerce, but has not since been heard of. Everyon is agreed that the seawall is the first step toward Astoria's real advancement, yet there has been an evident neglect of this most important matter. I undertakings of the kind are permitted to die, those Astorians who aspire to residence in a great eit might as well move over to Warrenton and star

OUR GREAT RALLWAY SYSTEM Advance information relative to the report
the interstate commerce commission for the ye ended June 30, 1903, has just been sent out from Washington. According to the preliminary state ment, the total single-track railway mileage in the
United States on June 30, 1903, was $207,977.22$ miles, having increased $5,505.37$ miles in the ye ending on that date. This inerease exceeds that of any previous year since 1890.
The number of persons on the pay rolls of the railways in the United States, as returned for June 30, 1903, was $1,312,537$, or 639 per 100 miles of line. These figures, when compared with correof 123,222 in the number 1902, show an increase 100 miles of line. The classification of employes in cludes enginemen, 52,993 ; firemen, 56,041 ; condue
tors, 39,741 , and other trainmen, 104,885 . Ther
were 49,961 switch tenders, crosing tenders, and
watchmen. With regard to the four general divis. watchmen. With regard to the four general divis
ions of railway employment it appears that general administration required the services of 45,222 em 648 ; maintenance of way and structures, 43 employes; and conducting transportation, 576,881 cmployes This statement disregards a The of which no assignment was made. The usual statement of the average daily conpensation of the 18 classes of employes for a serie
of years is contained in the present report, whic shows also the aggregate amount of compensatio paid to more than 97 per cent of the number of em ployes for the year 1903 and more than 99 per cent for the six years preeeding. The amount of wage and salaries paid to employes during the year end
ing June 30,1903 , as reported, was $\$ 757,321,415$ but this amount, as compared with the total reporte or the year 1902, is understated for want of r turns by $\$ 18,000,000$ at least.
The par value of the amount of railway capital outstanding on June 30, 1903, was $\$ 12,599,990,258$, which represents a capitalization of $\$ 63,186$ per mile for the railways in the United States. Of this capital, $\$ 6,155,559,032$ existed as stock, of whic $\$ 4,876,961,012$ was common and $\$ 1,278,598,020$ pre lerred, and the remaining part, $\$ 6,444,431,226$ funded debt. Of the total capital stock outstand
ing, $\$ 2,704,821,163$, or 43.94 per cent, paid no divi ends. The amount of dividends declared during the year was $\$ 196,728,176$, being equivalent to 5.70 per cent on dividend-paying stock. For the year ending June 30, 1902, the amount of dividends delared was $\$ 185,391,655$.
The number of passengers reported as carried by the railways in the year ending June 30, 1903, wa $694,891,535$, indicating an increase of $45,013,030$, as compared with the year ending June 30, 1902. Th passenger mileage, or the number of passengers car sied one mile, was $20,915,763,881$, having increased $1,225,826,261$.
The number of tons of freight reported as carried including freight received from connecting road nd other carriers) was $1,304,394,323$, which ex eeds the tonnage of the previous year by 104,078 , 36 tons. The ton mileage, or the number of tons arried one mile, was $173,222,278,993$, the increase ne mile $15,92,908,940$. The number of tons, carried indicate an increase in the density of freight traffi of 62,096 ton miles per mile of line.

CANADA AND WHEAT EXPORTS. Canadian newspaper correspondent assertsand with unmistakable signs of satisfaction-that inue to fall off as they have done of late tho inion confidently expects to supply other countri with the quantity of wheat that they have hitherto In thed from this country.

## In the cir

In 1902. ushels of Caised, all told, only $98,000,000$ cereal-most of it going to Europe-amounted in the same year to $155,000,000$ bushels. In 1902 our mounted theat to the United Kingdom alone Canada's exports of the same staple amounted to only a ${ }^{a}$ trifle over 20 per cent of that quantity. Our total wheat crop in 1902, although it fell of about $80,000,000$ bushels as compared with 1901, amounted to $670,000,000$ bushels, seven-fold more than the Canadian crop.
There is no
There is no question that there are great possibilities for wheat-growing in the western unsettled sec ions of the Dominion. The soil there is fertile and or almost to that purpose, while land can be had argely unoceupied and undeveloped, and vast tracts of the territory are destitute of transportation facilities and even of ordinary highways. In time no doubt these deficiencies will be corrected
ime is apparently a long distance off Meanwhile, it is to be borne in mind that there ar other countries in which the production of wheat is increasing. Argentina is making tremendous strides in this direction, as likewise is Australia. India is another country that has made marked progress in the cultivation of wheat. All three of these countries are large exporters of that cereal and each is eagerly striving to extend its markets for it.
Moreover, it would be just as well not to coun oo confidently on the early retirement of the United States as a producer of wheat for the outside worl
It is true that our urban population is swiftly i creasing, but our wheat acreage still tends upwar
and this is accompanied by more scientific method of cultivation. These conditions will probably make for a continuance of wheat exports from this country for a good many years yet to come.

Secretary Hay has been asked to protect Christians ho are being murdered in Armenia. Christian hiles are stoned in New York for riding in autom The "dollar watch" man has been married will probably learn new wrinkles about marlin tin


## Watterson's Part <br> Ar. Cleveland has no democratic for


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$\qquad$ abolish quadrennlal elections in $t$. racy. To such persons a sogky con-
rvative like Mr. Cleveland--happy the occupancy of the offlce and th ililing to keep things as they are turally becomes the ideal presilden conviction Mr. Cleveland stands as th carnation of Ignorance, obstinacy an
allure. To his Insufficlency, his in alng tacteressecoss, we owe our undeorg.
He wrecked uk. Are there no penalle.


Following is a list of the $u$ ters remaining uncalled for Akse, A. L.
Astoria Fisil

## Astoria Fish Co, Clark, Nicholas.

Clark, Nicholas.
Carlton, Geo. Y .
Carter, Mr.
Dean, c. H
,
Dean, c. $H_{3}$
Fortsnett, c
Gamarche,
Gamarche, Mr. T.
Gotahall, J. Howard.
Griswold,, . . B.
Halverson, Mr.
Hansen, Mr.
Hoos, Mr.
Hoos, Mr,
Johnan, Re
Kallatrom,
Kimon, Mrr. Lantree, Au
Lasmurrit,
Lewis, T. Fr.
McLean, Mr. John.
Nichoison, D. W.
Nuson, Hatvard.
Gillen \& OBrien.
o'Connor, Thos.
$\mathrm{opa}, \mathrm{Mra}$. s
Pennell, Mrs
M
Pennell, Mrr
Pullian, W.
Reanmee, Mr. Alatt.
Scantlin, Mr. T. H.
Stevens, Mr. George w.
Tasthing, R. C.
Thomas, Mr.
Tuomenen, Mr. Nestar.
Webster, H. s.
Whison, Mra. G.
Noantase will
Kallio, Mr. Yalmari.
Joshmusen, Mra. Peter.
skooney, Mr. Severin
Wells, Mr. Geogen


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