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HOW CITIES ARE MADE.

The Oregonian, in an excellent Sunday editorial calls attention to the dire consequents which have 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. Louis is cited in support of the well-defined theory that narrow streets re tard municipal progress. St. Louis has no elevated railways, because it does not need them. Its streets are wide enough to enable the surface lines to handle the traffic, and the length of the blocks reduces the number of stops and thereby cuts down distance Less than half the time is required to travel a mile in St. Louis by street car than is required in New York, or, indeed, in most of the larger of the American cities.

If a mistake was made in laying out Portland, an everlasting crime was committed in the laying out of Astoria. This bustling city 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 is covered with mud from the wheels of passing wagons if 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 and with unmistakable signs of satisfaction-that if two years it will not be long before the 25,000 mark the exports of wheat from the United States conis reached. What, then, will we do for a street? tinue to fall off as they have done of late, the Do-Our present alleyways will not suffice to accommo-minion confidently expects to supply other countries date the traffic of a city of 15,000, much less that with the quantity of wheat that they have hitherto of a city of 25,000. We are face to face with a obtained from this country. municipal problem that must be solved, and solved In the circumstances, this is rather an ambitious at once.

other street in the city must be vacated. The sooner bushels of wheat, while our total exports of that this done, the lighter will be the cost. Nearly all cereal-most of it going to Europe-amounted in of the present-day property owners will be compelled the same year to 155,000,000 bushels. In 1902 our to bear the burden of an early error in laying out the exports of wheat to the United Kingdom alone city, so none will benefit by tlelay. If the city were amounted to practically 78,000,000 bushels, while growing smaller, it might be advisable to remain Canada's exports of the same staple amounted to inactive; but, as Astoria is expanding every day, only a trifle over 20 per cent of that quantity. Our delay in correcting the street system merely adds total wheat crop in 1902, although it fell off about cost to the project.

settle.

nection that there have been some surprising in-lities for wheat-growing in the western unsettled secdertaken. A committee of energetic men spent eight for almost a song. But the regions in question are or ten weeks in preparing a preliminary report. largely unoccupied and undeveloped, and vast tracts This report was submitted to the Chamber of Com- of the territory are destitute of transportation famerce, but has not since been heard of. Everyone cilities and even of ordinary highways. In time no is agreed that the seawall is the first step toward's doubt these deficiencies will be corrected, but that Astoria's real advancement, yet there has been an time is apparently a long distance off. evident neglect of this most important matter. If Meanwhile, it is to be borne in mind that there are Astorians who aspire to residence in a great city increasing. Argentina is making tremendous strides might as well move over to Warrenton and start in this direction, as likewise is Australia. India is anew.

OUR GREAT RAILWAY SYSTEM.

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 who are being murdered in Armenia. Christians line. These figures, when compared with corre- who are stoned in New York for riding in automosponding ones for the year 1902, show an increase biles are also crying for assistance and protection. of 123,222 in the number of employes, or 45 per 100 miles of line. The classification of employes in- The "dollar watch" man has been married. He eludes enginemen, 52,993; firemen, 56,041; conduc- will probably learn new wrinkles about marking tors, 39,741, and other trainmen, 104,885. There time.

were 49,961 switch tenders, crossing tenders, and watchmen. With regard to the four general divisions of railway employment it appears that general administration required the services of 45,222 employes; maintenance of way and structures, 433, 648 employes; maintenance of equipment, 253,889 employes; and conducting transportation, 576,881 employes. This statement disregards a few employes of which no assignment was made.

The usual statement of the average daily compensation of the 18 classes of employes for a series of years is contained in the present report, which shows also the aggregate amount of compensation 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 preceding. The amount of wages and salaries paid to employes during the year ending June 30, 1903, as reported, was \$757,321,415 but this amount, as compared with the total reported for the year 1902, is understated for want of re 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 which \$4,876,961,012 was common and \$1,278,598,020 preferred, and the remaining part, \$6,444,431,226 as funded debt. Of the total capital stock outstanding, \$2,704,821,163, or 43.94 per cent, paid no dividends. 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 declared was \$185,391,655.

The number of passengers reported as carried by the railways in the year ending June 30, 1903, was cence of the political nodescript-the 694,891,535, indicating an increase of 45,013,030, as man of business who has no party—the compared with the year ending June 30, 1902. The passenger mileage, or the number of passengers carried one mile, was 20,915,763,881, having increased 1,225,826,261.

The number of tons of freight reported as carried the occupancy of the office and the (including freight received from connecting roads agreeable exercise of its routine and and other carriers) was 1,304,394,323, which exceeds the tonnage of the previous year by 104,078,-536 tons. The ton mileage, or the number of tons conviction Mr. Cleveland stands as the carried one mile, was 173,222,278,993, the increase incarnation of ignorance, obstinacy and being 15,932,908,940. The number of tons carried failure. To his insufficiency, his inone mile per mile of line was 855,447, which figures sufferable self-confidence and exasperindicate an increase in the density of freight traffic of 62,096 ton miles per mile of line.

CANADA AND WHEAT EXPORTS.

A Canadian newspaper correspondent asserts-

expectation.

There is just one way out of the dilemma-every In 1902, Canada raised, all told, only 98,000,000 80,000,000 bushels as compared with 1901, amounted Here is something for the council to take up and to 670,000,000 bushels, seven-fold more than the Canadian erop.

Incidentally, it might be mentioned in this con- There is no question that there are great possibilstances of public neglect during the past few years. tions of the Dominion. The soil there is fertile and Not many months ago a seawall proposal was un- is adapted to that purpose, while land can be had

undertakings of the kind are permitted to die, those other countries in which the production of wheat 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.

Advance information relative to the report of Moreover, it would be just as well not to count the interstate commerce commission for the year too confidently on the early retirement of the United ended June 30, 1903, has just been sent out from States as a producer of wheat for the outside world. Washington. According to the preliminary state- It is true that our urban population is swiftly inment, the total single-track railway mileage in the creasing, but our wheat acreage still tends upward United States on June 30, 1903, was 207,977.22 and this is accompanied by more scientific methods miles, having increased 5,505.37 miles in the year of cultivation. These conditions will probably make ending on that date. This increase exceeds that of 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

Correct Clothes for Men



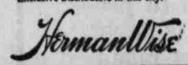
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Watterson's Parting Shot.

Mr. Cleveland has no democratic following whatever in the west or south. How could he have? When the Cleveand talk does not emanate from repubmongrel American who would be glad to abolish quadrennial elections in favor of a life tenure in the chief magistracy. To such persons a soggy conservative like Mr. Cleveland-happy in willing to keep things as they arenaturally becomes the ideal president. He wrecked us. Are there no penalties to be any longer assessed against incompetency leading to disaster?-Louisville Courier-Journal.

Advertised Letter List.

Following is a list of the unclaimed letters remaining uncalled for: Astoria Fish Co, Clark, Nicholas. Carlton, Geo. Y. Carter, Mr. Jim C. Dean, C. H.

Fortsnett, C. Gamarche, Mr. T. Gotshall, J. Howard. Griswold, J. B. Halverson, Mr. O. G. Hansen, Mr. Olof H. Hoos, Mr. Johnson, Rev. Kallstrom, A. Kimon, Mr. A. Lantree, Aug. Lasmurrit, W. J. Lewis, T. F. McLean, Mr. John. Nicholson, D. W. Nilson, Halvard. Gillen & O'Brien. O'Connor, Thos. G. W. Opa, Mrs. Soffle. Pennell, Mrs. A. B. Pullian, W. J. Reanmee, Mr. Alatt. Rutter, T. F. Scantlin, Mr. T. H. Stevens, Mr. George W. Tasthing, R. C. Thomas, Mr. E. (6) Tuomenen, Mr. Nestar, Webster, H. S.

Foreign. Kallio, Mr. Yalmari. Joshmusen, Mrs. Peter. Skooney, Mr. Severin (2). Weils, Mr. George,

Wilson, Mrs. G. R.

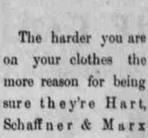
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