

The Daily Astorian.

ASTORIA, OREGON: SATURDAY, JAN. 23, 1881. D. C. IRELAND, Editor.

A Russian imperial decree is published reducing the import duty on salt, increasing that on foreign goods, imposing a tax on trade guilds, and doubling the storage dues on merchandise deposited in the government warehouses. The decree was to take effect on the 13th inst.

The rich planters of Hawaii find the rice bird an ever increasing curse. One plantation alone, embracing an area of about one hundred and fifty acres, is put to an annual expense of about four thousand dollars for powder and shot and labor in the endeavor to protect the rice from the little pests. And they estimate an additional loss, from rice actually destroyed by the birds, of not less than two thousand dollars per annum. After the birds are all killed off, as in France, planters will perhaps surrender to the grub worm.

The San Francisco Bulletin accuses Redpath of blasphemy, for calling the Rev. Dr. Hepworth a funkey and a coward. In the same article the Bulletin admits that Redpath's description of the wrongs and sufferings of the Irish were as truthful as they were graphic, and Hepworths were very different, "this revered almoner for American charity must be a falsifier as well as a funkey and coward," and though the Bulletin claims such language when applied to a person as flat blasphemy, it should not refrain from calling a spade a spade. We do not think the Queens conduct in Irish affairs, though anything but praiseworthy, justified Redpath in calling her an infamous woman, but we have no such tenderness for her son, the duke of Edinburgh; for his own brother, Wales, who knows him best, has called him a cad.

The New York Tribune is of the opinion that the De Lesseps canal bubble must burst, for the statements of possible profits put out by De Lesseps through the press must prove too strong for the stomachs of the most ignorant French peasants. Some of these estimates are based on the idea that California wheat will pay thirty-eight cents a bushel to the canal company. This is sixty-one and one-half cents a cental, and if the vessel transporting the wheat receives an equal sum, the naked freight, to Liverpool, without insurance or other charges would be \$1 23 cents a cental or \$27 46, equal to £5 9s a long ton. As freight by the horn generally ranges from £2 5s to £3 10s, there is as little probability of our wheat being transported through De Lesseps' canal at any such toll as over the Central Pacific railroad.

How will the Spanish subjects receive the double declaration of their King, that his government is endeavoring to extend the foreign trade of the country, but that an increase of taxation is necessary to augment the naval forces and strengthen the national defenses? At what point of her frontier is Spain threatened with invasion? And with what nation can she conclude an equitable treaty of commerce? And if trade means peace, and the Spanish government has only trade in view, where is the necessity of preparing for war? If the questions were not deemed impertinent, an answer would be acceptable, not only to the people of Spain, but to other nations—those particularly that the conduct of her naval officers has seriously and repeatedly offended. It may be very politic for a wasteful government to give offense to a friendly power from time to time without going to the extreme of war, so that a pretext may be had for taxing the people in view of a possible war; but it seems to us that both the insulted nation and the taxed people should not allow this game to be played too often at their expense.

How Senators Elect Talk.

General Millers says: "I expect, gentlemen, the next six years will be the most laborious period of my life. I desire to do nothing, and have no business, no interest to devote my attention to, save public affairs. I shall attend strictly to the duties of my office, and shall have no business to distract my attention from it. I shall have nothing to do but to represent the interests of California and to do my best for the interests of the whole people." Colonel Fair says: "There is one matter among others that I will endeavor to accomplish, and that is to secure the free coinage of gold and silver. If this can be done a great advantage will have been obtained for the people of the Pacific coast."

The Willamet Flood.

Work on the east side road has been vigorously pushed, and considering the great amount of labor to be performed and attending difficulties, results are satisfactory. The train north from Roseburg reached Junction Thursday, and the one south from Albany reached Harrisburg. Repairs between these points will likely be finished by this evening. The water having receded, Roadmaster De Clarke with a large force of men got to work at Clackamas bottoms Thursday morning, but it was hardly possible to get that portion of the road in running order last night. If it should be repaired, a train will start this morning from Portland, and passengers will get through by making a transfer at Clackamas bridge. The regular train will resume trips Monday, beyond peradventure. The Willamet will have receded enough to allow boats to pass through the locks at Oregon city, but the deposit of mud has been so heavy during the long continued high water, that it has become necessary to clean the canal. This was done yesterday by sluicing, and boats will resume regular trips to-day. Except from Salem, no mails have been received from the east side of the valley since last Thursday, and none from points beyond Albany since Tuesday of last week. Three days' overland mail is some place between Roseburg and Redding—just exactly where the authorities do not know. But all delayed mail will be down on Monday's train.

He is Dead.

The papers are telling of a pilot in Victoria who has invented a flying machine. He took it down to cape Flattery and tested it. A heavy weight was attached to it and it rose like a bird in the air. Next a pig was tried, and he squirmed through the atmosphere like an enchanted horse floating on pinions. An Indian was next fitted with the apparatus, and he soared several hundred feet in the air. They omit to mention that at last he adjusted himself in the machine, took wing, fell and broke his idiotic neck; kicking convulsively at the tangled springs these were his dying words, "Give this to the next dauphoo that thinks he's so infernally smart."

The boers of South Africa have been badly treated by the English, foolishly and unnecessarily so, since the second capture of the cape of Good-hope from the Dutch. The Irish peasant farmers and the boers of the Transvaal have been driven to resistance by the failure to obtain redress for grievous wrongs by peaceable means. The policy of the crown and the aristocratic branch of the government is the first to slaughter them until the survivors submit from fear and then grant as a favor what had been demanded as a right. This policy of refusing all concessions until rebellion breaks out, then killing the leaders and giving the survivors what the leader asked, is as old as the mutiny at the Nore. The crews of the fleet stationed at the mouth of the Thames in the French war refused duty because they had been paid no money for three years. The Kings advisers in those days hung the ringleader and paid the men, and every honest Englishman from that day has condemned the act as a cowardly, cold blooded murder, and so future generations will condemn the Queen and her cabinet if they have recourse to force before offering justice. The boers are far off, and are being deliberately slaughtered.

NEW TO-DAY.

Sheriffs Notice. THE STATE, COUNTY, AND STATE TAXES FOR 1880. Must be paid before February 1st to save costs and expenses. A. M. TWOMBLY, Sheriff and Tax Collector. Astoria, Nov. 6th, 1880.

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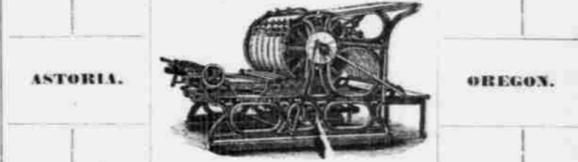
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