

The Daily Astorian.

ASTORIA, OREGON:

WEDNESDAY FEB. 23, 1887

D. C. IRELAND Editor.

Judge Tourgee, author of the Fool's Errand, in a long communication to the New York Tribune, in refuting the allegations of a southern critic against his work, shows the fallacy of the charges so frequently rung at the south regarding northern carpet-baggers. In 1860 only about one and two-thirds of the population of the south were northern born, in all 119,913 souls. In 1870 the total was 130,611, making an increase of 10,698 in the entire ex-confederacy. Of this addition North Carolina had 491, and South Carolina 172, while Georgia had 149 and Alabama 503 less than ten years earlier. Yet all these states were professedly overrun by the carpet-baggers. In only three of the states, viz., South Carolina, Mississippi and Louisiana, were there northerners enough to carry the state, with the assistance of the whole colored vote, against the southern born whites. As Judge Tourgee remarks, it would seem as if the time had come when "one shall chase a thousand, and two put ten thousand to flight."

The action of President Hayes in frequently modifying and setting aside the verdicts of courts-martial, in the cases of officers of the army tried and convicted of drunkenness while on duty, has been very irritating to the army, and, joined with the exhibition of personal favoritism in making promotions, has caused considerable demoralization. A Washington paper has made a review of the record of the president in cases of this kind, and the result shows that of the sixty officers tried and convicted of gross offenses, and whose sentences were presented to the president for approval since the order of November, 1877, was issued, nineteen only were confirmed, while forty-one were so mitigated as to retain the officers in the military service, to the reproach and scandal of the army. In several instances, when the sentences of courts-martial were set aside by the president, the offenses were of the most flagrant and scandalous character, the conduct of the convicted officers having been quite as disgraceful as the worst case of drunkenness and blackguardism known to the police courts of New York or any other large city.

New York Bulletin: That perennial scandal, the river and harbor bill, at this session, it is reported, will foot up at least \$10,000,000, or \$2,000,000 in excess of the appropriations of last year. There are but few members of congress who have not always on hand a river or harbor to "improve" for the benefit of their constituents, though it sometimes puzzles one to discover where these water ways are on the map. In last year's bill a good many thousands of dollars were in this way filched from the public treasury for "improving" shallow trout streams, miscalled "rivers" and "harbors," that were located up in the mountain districts; yet some members, who are half ashamed of it, allege that they have to vote for these frauds to save appropriations for really needed improvements elsewhere. The president is compelled to be a particeps criminis for a like reason. It is surely high time that this barefaced annual steal should be stopped by making it discretionary with the executive to affix his signature only to such appropriations in the bill that are beyond suspicion. If there is any senator or representative really desirous of "protecting the treasury from this sort of log-rolling let him introduce a bill to that effect, and call the yeas and nays upon it. The country will then be enabled to determine just where to place the responsibility.

The Ship Railway Scheme.

Rear-Admiral Ammen, of the United States navy, recently addressed a letter to Senator Eaton, chairman of the senate committee on foreign affairs, in which he expresses great doubt of the feasibility of Captain Eads' ship railway enterprise. The Rear-Admiral does not seem to rely so much on his own knowledge of ships as upon the opinions of gentlemen in a position to form correct conclusions on the subject. He transcribes various adverse opinions, one from John Roach, a builder, one from William J. McAlpine, an engineer, and one from Commodore Gorringe, who brought the obelisk across the Atlantic. The latter thinks a ship might be carried across the Isthmus on a railway, but doubts if it would float when returned to its native element. But Rear-Admiral Ammen affords Mr. Eads an opportunity to demonstrate how much Rear-Admiral Ammen does not know about handling ships, by stating that "when a vessel is put on the dry dock, a necessary preliminary is to discharge her cargo." Captain Eads replies that much value cannot be placed upon the opinion of any man who would make such a statement, and proceeds to give instances where the largest class of vessels have been placed on a dry dock for repairs without the removal of any portion of their cargo. As one fact is worth whole volumes of theory, the Admiral may be said to have been placed hors de combat at the first blow. It cannot be said that the Rear-Admiral has made a good showing in other respects. He has simply placed on record the opinions of engineers, ship-builders and navigators who are not prepared to accept Captain Eads' scheme as feasible. It would be very remarkable if such opinions could not be found. Captain Eads proposes to do something that has never been done, and the usual crop of conservatives spring up, and assert that he cannot do it. No one knows whether he can or not. No amount of theorizing would determine the point. If the opinions of practical engineers were anything like unanimous against it, there would be reason to proceed with caution. But Captain Eads produces more names, and equally as good names, in favor of his scheme as Admiral Ammen produces against it. As a matter of argument, a plausible showing, Captain Eads has much the best of the encounter. The fact that he is willing to make the test at his own expense, is conclusive that he is confident of success. In summing up his reply to Admiral Ammen, Captain Eads says:

If the removal of the isthmus barrier is to benefit the whole world generally, and does not hold out the promise of any especial benefit to the commerce of the United States, the Nicaragua route is a good one for the purpose; but if the interests of American commerce are first to be regarded—if this enterprise is to be essentially American in its character—no other route is comparable to Tehuantepec. To prove this it is only necessary to state that a vessel leaving the Mississippi river for San Francisco, and going by the Tehuantepec route, would be required to steam or sail 1,256 miles less in distance than if she went by the Nicaragua route. A vessel leaving New York would save 700 miles in going to San Francisco by Tehuantepec, instead of by Nicaragua. An equal distance would be saved were the vessel bound for China or Japan. So, too, by the Tehuantepec route, the vessels of the United States bound for California or the Orient would have a great advantage in distance over those of England and France, while the right in the United States government to regulate the tolls and discriminate in favor of American commerce would render successful European competition impossible.

The Georgia papers are telling about a recently deceased railroad conductor of that state who never smoked a pipe or drank a glass of whisky. It is just the same with Chicago conductors. Fifteen-cent cigars and champagne are good enough for them.

American Apples in Europe.

According to the report of the United States consul at Sonneberg, Germany, written last November, the first consignment of American apples had arrived at that port of Germany. They were "Spitzenbergs," "Baldwins" and "Greenings." In less than twenty-four hours after the delivery of the apples at Coburg, every barrel was sold from \$4 50 to \$5 a barrel, and a call made for more. The "Baldwins" and "Greenings" were in excellent condition, but one-third of each barrel of "Spitzenbergs" was spoiled. Unless carefully wrapped in tissue paper, the consul thinks "Spitzenbergs" are too tender to bear the long voyage. The fruit should certainly be quite sound in the first place.

When the enterprise was first broached the croakers were much amused at the wildness of the idea. Even if the apples could be transported it had been "botanically demonstrated" that all American fruits, apples included, were far inferior in aroma and flavor to European fruit. But in comparison with their own shriveled and sour products, especially of this season, the American apples amazed them. Specimens were exhibited at a local horticultural fair, and, in spite of the careless packing, were pronounced superior in mellowness and flavor to the native varieties. The consul thinks there would always be a demand in that part of Germany for good American varieties, and if the fruit was so packed as to reduce the loss by decay to a minimum, prices would be kept within a reasonable limit.

The foreign debt of Peru amounts to about \$222,010,000, and the loans were all contracted in England. The foreign debt of Chili is about \$46,000,000, and the bonds are all held in England. These facts explain why English influence will be exerted at Lima to secure such an adjustment of affairs as will not weaken or destroy the integrity of the Peruvian government. The Chilean trade with Great Britain amounts to about \$25,000,000 annually, and the Peruvian trade to about \$30,000,000.

The New York Shipping List says: "Extracts from the annual report of Mr. Consul Denny at Shanghai, dated September, 1880, have been going the rounds of the papers, and a number of homilies have been written upon the rapid decay of American shipping in Chinese waters. These remarks have been based upon a comparison which the report contains of the total tonnage of the different nationalities which have arrived and departed from the port of Shanghai to foreign countries and other treaty ports for the year 1876 and 1879, from which it appears that in 1876 the American tonnage so registered amounted to 2,410,421 tons, while in 1879 the total was only 270,632 tons. In 1876 a daily line of steamboats under the United States flag, each averaging about 1500 tons, was running up the Yangtze river between Shanghai and Hankow which materially swelled the tonnage of our nationality in that and previous years. In 1877 this line was sold to a Chinese company and the steamboats passed to that flag, which accounts for the apparent large and sudden decrease of American tonnage in China waters.

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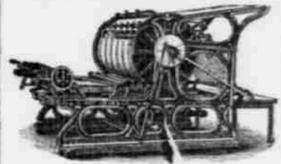
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