

The Daily Astorian.

ASTORIA, OREGON:

WEDNESDAY, DEC. 21, 1881

J. F. HALLORAN, Editor.

A New Phase of an old Feature.

It is now thought by a good many thinking people that behind all this great interest manifested in the maintenance of the Monroe doctrine lies the usual "job;" that the most of the noise which has been heard since De Lesseps first began to demonstrate his earnestness has been occasioned in the interest of certain syndicates who are concerned in foreign speculations. The doctrine, which is reasonable, patriotic, and deservedly popular, is just as good to-day as it was half a century ago, and should be one of the cardinal principles of our policy. But it looks now as though it were being made a pretext for a certain line of policy never contemplated by its originators. The way public sentiment is being at present manipulated, the Monroe doctrine is being given a degree of elasticity that is at variance with its nature. There seems to be in some of the Washington fulminations an implied threat of war against civilized mankind outside our limits should Lesseps be backed up in his intent to cut the American continent in two. It does seem as if all these appeals to patriotism, passion, and prejudice were for the purpose of influencing a big scheme, or a big steal, or engineering a big subsidy scheme through Congress. Lesseps, however, is working away at the canal, and the probability is that it will be ready before the men who scent spoils can work the thing successfully in Congressional lobbies and influence legislation at Washington. A still further unwarranted perversion of the Monroe doctrine is shown in the present South American squabble. It is said, and with great show of truth, that all this waving of the stary banner and talk of "enforcing the settled policy of the United States" in interfering between Chili and Peru, is a systematic attempt to capture the niter beds of the latter country, an attempt that must have the sanction of the Peruvian government to be successful. If the Monroe doctrine can be made to cover such a variety of projects as enterprising Wall street and Washington speculators seem to think, it may also be made to afford a solution to the Irish question. Let the societies and sympathizers with Ireland in this country organize a fund to influence Congress to declare that "a due interpretation of the Monroe doctrine indicates an unwillingness on the part of the United States to allow further domination of Ireland by the English." It would be just as consistent to interfere under pretext of adherence to that doctrine in the case of Peru or Panama.

Railroad Commissioner's Report.
A WASHINGTON dispatch of the 19th says: The report of Joseph K. McCammon, commissioner of railroads, has been received by the secretary of the interior. It says the indications are that within a short time there will be five different routes to the Pacific coast, where less than a year ago there was but one. These railroads will be instrumental in developing the country rapidly. Capital has been invested in large sums, and still the tendency is towards increased developments, principally in the west and southwest. It is believed that operations in railroad construction this year will exceed those of any previous year, and in consequence large tracts of mineral and agricultural lands will be made accessible. The commissioner takes up the question of compensation to land grant railroads for transportation of troops and government supplies, and says: "I have reached the conclusion that fifty per cent of the tariff for ordinary rates of

companies would be a compensation just alike to railroads and the government, and proper for permanent application. Engineer Blackstone, while recognizing the general good condition of Pacific Railroads, says there is still left much to be done in order to bring them to the standard condition, and that true economy in their maintenance and operation which he suggests. The engineer criticised severely the faulty construction of many bridges and says comparatively few of them are supplied with proper safeguards against accidents. In conclusion he said the action of Congress is invited to the fact that there is no uniform system of railroad signals in use, which is the source of confusion and should be remedied by appropriate legislation.

A Precedent.
LORD DENMAN presided at the trial of Oxford for the shooting at Queen Victoria, and delivered an important and elaborate charge to the jury impaneled in the case. The defense was, as with Guiteau, the insanity of the prisoner. Lord Denman said: "But, although he labored under a delusion, if he fired the loaded pistol at the Queen, knowing the result which would follow his conduct, and, although forced by his morbid desire for notoriety to the act, he would be responsible for his conduct and liable to criminal punishment."

A LONDON medical journal declares that the great prevalence of neuralgia, or what goes by that name, should be regarded as a warning indicative of a low condition of health, which must necessarily render its subjects peculiarly susceptible to the invasion of disease of an aggressive type. It is always essential that the vital forces should be vigorous, and the nerve power, especially, in full development; but neuralgia indicates a low or depressed state of vitality, a poor and weak bodily condition, that should be promptly placed under treatment.

In a recent anti-Bourbon speech, Judge Mackey gave this description of the kind of prosperity Bourbon rule has given to South Carolina: "The average planter at the end of each year is so poor that he owes for the clothes he wears, and the average laborer so ragged that if he were to attempt to cross a forty acre field and were caught by a heavy northwest wind he would be whipped to death by his rags." The Judge evidently thinks that the Palmetto state is ready for a new departure.

The Cincinnati Commercial thinks it probable that worthy soldiers get as much as ten per cent of the amount paid out of the pension fund.

Shipping Grain in Bulk.
EDITOR ASTORIAN: I conclude that "Resident," who advocates carrying wheat in bulk, presumes that the wheat will be carried in bulk from Astoria to Liverpool and Great Britain by steamers of 6,000 tons capacity.

If the grain will not be carried to Great Britain in bulk there would be no particular advantage in having it come from the interior to Astoria in bulk. In fact there are disadvantages in having it carried in bulk which I will name later on. The grain is not now carried in bulk from this coast to Great Britain, because it has been tried by the farmers of California and it has failed. The long voyage around the Horn of four to six months, passing through the tropics twice, has been found to heat the wheat and breed the weevil, whilst grain in sacks keeps cool. Hence a cargo of Oregon grain in bulk arriving in Liverpool will not sell for near the amount of money as a cargo in sacks. Now, it is true that a steamer voyage from Astoria to Liverpool will be only about 70 to 80 days against 120 to 160 days as at present, yet I think it will be found too risky for

the wheat owners to carry a cargo in that way, until the De Lesseps canal shortens the voyage to Liverpool to 30 days. That canal will probably be finished in four years. But grain in bulk will be the next thing for the California shippers by way of Galveston and New Orleans and the new line of the Southern Pacific. There is a chance for those who wish to try shipping in bulk to do so with the odds against their favor. By the way "Resident" is calculating that Villard will build to Astoria. Has any one ever heard him say he was going to build to Astoria.

LEGAL ADVERTISEMENTS.

Notice.
THE UNDERSIGNED, HEREBY GIVE notice that for the purpose of settling the accounts of the late J. H. Vincent, deceased, a meeting will be held at the Commercial Hotel, corner of Lafayette and Commercial streets, having received from the state known as the California National and Restorant. O. H. WINCENT. Astoria, Dec. 19, 1881.

Notice.
THE PARTNERSHIP HERETOFORE existing between C. E. Jacobs and John A. Montgomery under the firm name of Jacobs & Montgomery, has been this day dissolved by mutual consent. John A. Montgomery will collect and settle all accounts of said firm. CHAS. E. JACOBS AND JOHN A. MONTGOMERY. Astoria, Oreg., Dec. 9, 1881.

Masonic Land and Building Association Notice.
NOTICE IS HEREBY GIVEN THAT an annual meeting of the stockholders of the Masonic Land and Building Association of Astoria, will be held at the Commercial Hotel, in Astoria, on Wednesday, the 21st of December, 1881, at 2 o'clock P. M., for the purpose of electing a board of directors for the ensuing year, consisting of seven members, and for the transaction of such other business as may come before the meeting. By order of the Board of Directors. S. T. MCKEAN, Sec. Astoria, Dec. 19, 1881.

Notice.
NOTICE IS HEREBY GIVEN THAT an annual meeting of the stockholders of the Fishermen's Packing Company will be held at their office in Upper Astoria, on the 20th day of December, 1881, at 10 o'clock A. M., for the purpose of electing a board of directors for the ensuing year, and such other business as may come before the meeting. By order of the President. BENJ. YOUNG, Sec. Astoria, Dec. 19, 1881.

Notice.
THE SHIP "MERWYN" FRAMERER is now discharging cargo at Brown & Co's wharf. Parties owing said merchandise are hereby notified to take their goods away immediately or the goods will be stored at their risk and expense. RODGERS, MEYER & CO. Astoria, Dec. 19, 1881.

Notice to Cannermen.
FOR THIRTY DAYS FROM THIS date I will contract to make fish boxes of satisfactory quality in any quantity at the following prices: boxes in the shape 12x12, each with nailed boxes, 10¢ each, delivered at the West Shore Mill. J. C. TRULLINGER. Astoria, Dec. 19, 1881.

School Tax District No. 9--Upper Astoria.
SCHOOL TAXES FOR THIS DISTRICT are now due and payable at the office of the undersigned. WM. R. ADAMS, Clerk of District No. 9. Astoria, Dec. 5, 1881.

SHIPPING TAGS.
THE BEST QUALITY, WILL BE SOLD by the hundred, or by the box, printed or plain, to suit customers, at THE ASTORIAN OFFICE.

HEADQUARTERS DEPARTMENT OF THE Columbia, Vancouver Barracks, W. T., Nov. 26, 1881.
Written proposals will be received by the undersigned, at Vancouver Barracks, W. T., until March 31st, 1882, for the right of exclusive mining on the East Stevens (Point Adams) Military Reservation, during the next fishing season. The right to reject any or all bids, as may be deemed best, is reserved by the undersigned. U. D. GREEN, Maj. and Asst. Act. General, Deputy Brigadier General U. S. Army.

School Tax Notice.
TO THE TAXPAYERS OF SCHOOL District No. 1, Clatsop county, Oregon: You are hereby notified that the assessment roll for the school tax in district No. 1 for the year 1881, is completed and will be in my hands at my office at Brown & Co's dock for the next sixty days from date hereof. Pay your taxes in time and save costs. J. G. HUSTLER, Clerk of School District No. 1. Astoria, Oregon, Dec. 16, 1881.

Sheriff's Notice.
THE STATE, COUNTY, AND STATE School Taxes for the year 1880, are now due and can be paid at my office at the Court House. Sheriff and Tax Collector.

Wanted.
A PERSON TO MANAGE A SALMON Cannery in British Columbia. Services required at once. Application to be made by letter, enclosing references and terms. Address: TURNER BROTHERS & Co., Victoria.

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THE WEEKLY ASTORIAN TO-DAY.
Three weeks for Twenty-five Cents Single copy 10 cents. One year for \$2.00 Cash in advance.

Painter and Ruffner, DEALERS IN PILING, OREGON.

Notice of Copartnership.
WE, THE UNDERSIGNED, HEREBY give notice that we have formed a copartnership under the firm name of Leineweber & Co., to transact the business of banking, in Astoria, Oregon. C. LEINWEBER, A. A. COHN. Astoria, Oregon, Dec. 6, 1881.

MISCELLANEOUS.

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