

The Daily Astorian.

ASTORIA, OREGON: WEDNESDAY, DEC. 28, 1881. J. F. HALLOMAN, Editor.

Cheap Living.

A CORRESPONDENT of the S. F. Bulletin, who writes in reference to cheap living says:

"I am surprised that it should be considered cheap living for a man to be able to provide himself with a supply of starch for a year by twenty days' labor, when here on Kern Island, five days' ordinary labor would furnish him with enough for an almost perfect food, in the form of ground wheat, to supply him for a year; and five or ten days more would give him a full supply of variety, in the way of vegetables and fruit, to keep him in active bodily and mental condition; and if one is willing to adopt the 'grain and fruit diet,' which some of us have been experimenting on for some two months past, to physical and mental advantage, it need not cost even that much; for I find that three of us, a growing boy of seventeen years, my wife and self, do not together use on an average more than one and one-half pounds of wheat or other grain per day, and though supplied with Suckle, Winter Nellis and other pears, peaches, apples, Muscat grapes and other fruit—not more than eight pounds of fruit per day—thus making a total expense of 2 1/2 cents for grain and 16 cents for fruit per day. So we have a total of 18 1/2 cents per day, or \$66 per year, or \$22.20 for each person; and as wages here for ordinary work are \$1.50 per day, if you board yourself, it would take less than fifteen days' labor to provision each one a year on a full supply of the best grain and choicest fruits, giving the best health and gustatory pleasure, and as in the experiment we used them all uncooked, and the only work of preparation necessary to be performed was a few minutes time each day preparing the grain in a steel hand mill, not equal to more than five minutes for each person.

Instead of getting the very unfavorable results that you give as coming from depending upon the sago diet, we have all gained in health. I was, in two weeks, completely cured of dyspepsia, that has troubled me from boyhood until nearly fifty years of age, and my spectacles, which had become constant companions, were nearly put aside, and with all them an increase of mental if not of physical ability. Now, I believe on this fertile land any one, from one acre well cultivated in fruits and grain, with one hour's work each day, can be supplied with a most wholesome and delightful diet of the finest fruits and continue in good health; and one hour more, well applied, will furnish good comfortable clothing. Why need it longer be said man is subject to the curse of earning his bread by the sweat of his brow? Some epigrammatist has said in answer to the question 'Is life worth living?' that it depends on the liver. It seems that the man whose views are quoted above is one of many who consider the simple fact of prolonged existence a blessing in itself. To live as he indicates would be to vegetate, it would be simply the retaining of control over the particles of matter that compose the body, and however satisfactory it might be to one class, would be insupportable to the brightest and most energetic of mankind who would prefer non-existence to such holding together of the elements which make up animal vivification.

A RELIABLE exchange says: "Thomas Schofield, aged 91 years, walked nine miles to renew his subscription to a New London paper. It is the general impression among publishers that there are a number of subscribers who are waiting until they are 91 years old to come in and pay for their paper."

An Anti-Monopoly Blast.

A good deal of growling is at present indulged in by some parties styling themselves the "Marion county anti-monopoly league." In the last issue of the Standard to hand we find a long article relative to alleged misstatements on the part of the railroad magnates and manipulators. That an insight may be had into some of the methods practical in modern railroad book-keeping, we abstract from the evidence in the case of Ben Holladay and C Temple Emmet vs. S. G. Elliott et al, in the Supreme Court of Oregon: In a deposition on file in the above case, A. G. Cunningham, a book-keeper for Ben. Holladay, or the O & C. R. company, is the following statement, in answer to interrogatory 15: "That they have paid out \$3,485.63 from and after the completion of the first twenty miles, and up to the 1st of March, 1871."

In his answer to interrogatory 10, Cunningham says that the cost of the first twenty miles was \$668,991.13, which added to the above amount, will make \$4,154,186.76. Ben. Holladay said that the books would show the actual amount expended up to the time of giving his deposition, which was on the 12th of May, 1871, more than two months later than the date on which Cunningham gave in his statement of the expenditure of the enormous sum of \$4,154,286.76. M. S. Latham was called upon to produce the books of the London and San Francisco Bank, Limited, of which he was manager at the time. He swore that the amounts in the exhibits, A, B and C, were all the moneys paid over to the railroad. Exhibit A shows \$2,035,437.69; exhibit B, \$300,008.13; exhibit C shows an interest account. The amount paid over to the railroad company was \$2,335,481.22, and which Holladay says was the only money he had received and expended up to that time. The difference of the two amounts is \$1,818,813.07, which is in excess of all the moneys received by Holladay. Mr. Villard was questioned, while giving in his deposition at San Francisco several years ago, in relation to keeping Cunningham as his book-keeper. It seems that Mr. Cunningham is giving Mr. H. Villard perfect satisfaction in the position he still holds. But we suggest that the statement of cost of the railroad, or its gross and net earnings as published in the Oregonian, be taken by the people as satisfactory, the Legislature, at its next session, ascertain its true cost and earnings. For it is a fact that when desperate men combine to rob the public, they select men to assist them who are ready to do anything to aid their principals in their schemes; so it is not strange that perjury is committed, and in some instances men are murdered. One of the usual methods of the grasping monopolists, is to let loose their paid tools to besmear with slander the good name of anyone they fear, and who has the manliness to speak out against their tyranny. With money these monopolists can always find those who are only too willing to drag down to their own level, by the free use of slander and billingsgate, any man their master may wish to destroy; that they, the deplores of the public rights, may be left free to accomplish their nefarious designs without hindrance.

The people should remember the abuse heaped on the head of Mr. Reid, when he was struggling to get the right of way into Portland, with his narrow gauge railroad. And now the same class of men have already commenced to defame others whom they fear. We wish to call the attention of the people to the fact that the amount of money represented by the stock and bonds of the O. R. & N. Co., twenty-four millions of dollars, is sufficient to build one thousand miles of railroad, were it properly applied to such purpose. The amount of road already built by that company is not in proportion to the represented cost, and this fact should become proper matter for criticism by the people. Mr. Villard states that "the actual construction expenditure during the current year, considerably exceed the preliminary estimates of cost. This was mainly due to the extraordinary heavy work along the Columbia river, on the line from The Dalles to Portland." Let us see what the expenses are on the line referred to. Mr. Villard organized, as he said, the Oregon and Trans-Continental Company, to absorb the O. R. & N. Co. That he had \$30,000,000 on hand. If this statement of his is true, how happens it that he is constrained to increase the capital stock of the O. R. & N. Co.? But let us see how much money he has expended on the "very heavy work between The Dalles and Portland." It was stated through the papers a few months ago, that there were 3,000 men at work on the route between

The Dalles and Portland. It will be remembered that it was claimed by the papers that the grading would be done between these points before the first of January, or within six months time. It will only cost \$50 per month for each man, or \$150,000 per month for the 3,000 men, and for the six months necessary to complete the work, \$900,000 for labor. Giving them one-half as much more for tools, powder, etc., we have \$1,350,000 as the cost of grading the ninety miles of road, which is equivalent to \$15,000 per mile. Then, allowing \$10,000 per mile for iron and other expenses, and we have the most expensive portion of the road at a cost of \$25,000 per mile. We call special attention to the above facts as showing that railroads do not cost as much as those not acquainted with that kind of work would think. The people want railroads, and this League advocates the building of all the railroads that the business of the country demands, so long as they are constructed and operated on correct business principles. But as much as the people require means of transportation, they cannot be blinded so that they will become the slaves of railroad gamblers, or submit to the dictation of a few men who lend themselves in the work of fraud and oppression. Let the people be left free to discuss all questions pertaining to their welfare, and let every one know that it is only the wrong-doer who shrinks from a candid discussion of every question; that when a party begins to abuse his opponents he is forced into the position of laying aside reason, and in its place using vulgarity, which only grows in the breasts of men—men without honesty or the qualities of the gentleman. So, we say to the people of Oregon, you can know who are your friends by their willingness to abide a fair and full discussion of the railroad question, and you may know that he who resorts to abuse or billingsgate, is an enemy. Let the people be resolute in their treatment of this question. Let him who will build railroads, be protected in a reasonable return on the actual money invested, but let the adventurer and gambler in railroad stock and bonds, and their aids and abettors know that Oregon is not a good place for men of their kind.

MARRIED.

In Astoria, December 25th, by Justice P. Fox, Eugene Alden to Alice Smith.

NEW TO-DAY.

Notice of Application to Purchase Timber Land.

UNITED STATES LAND OFFICE, VANCOUVER, W. T., Dec. 21, 1881. Notice is hereby given that in compliance with the provisions of the Act of Congress, approved June 24, 1878, entitled "An Act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," Nelson Finckley of Washington county, Washington Territory, has this day filed in this office his application to purchase the north 1/2 of northeast 1/4 of the southeast 1/4 of section 18, township 8 north of range 5 west of the Willamette meridian. Testimony in the above case will be taken before the Judge of the Probate court at Astoria, Washington Territory, on Saturday, the 4th day of March, 1882. Any and all persons claiming adversely the said described land, or any portion thereof, are hereby notified to file their claims in this office within sixty (60) days from date hereof.

FRED. W. SPALLING, Register.

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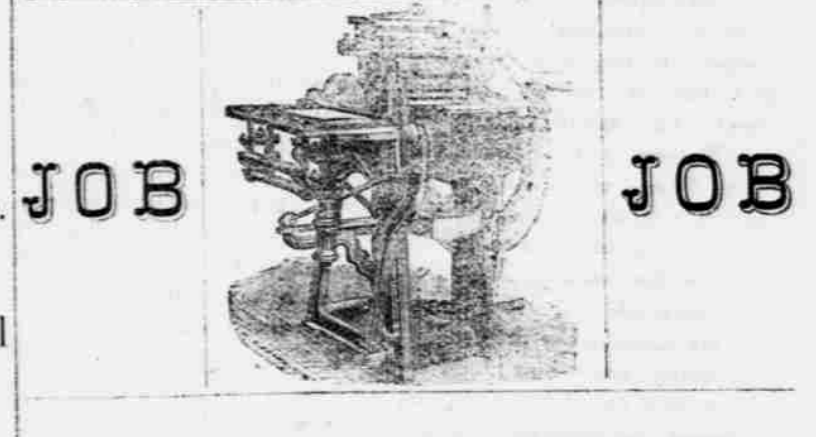
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