The Daily Istorian.

WANT TO KNOW, YOU KNOW.

ASTORIA, OREGON:

NOVEMBER 16, 1883 FEIDAY

AN IMPORTANT SUBJECT.

On the Atlantic and Pacific coasts is a present movement in reference to petitioning congress relative to legislation regarding the American shipbuilding industry. It has always been a cardinal principle of the Re- six months ahead of every one else, publican party that American ships should be built in America. It is, in the opinion of many, the only view of the case consonant with the requirements of our foreign trade. The question of cost is the main one, and until it is clearly demonstrated that a vessel can be built as cheaply in the vate money-making schemes in his United States as in England, American purchasers of English vessels will be in the majority. Capital rec- president of a railroad should do ognizes no sympathy, makes no concession to patriotism, takes no account of untional needs. But cheapness is not by any means synonymous with safety. There is a load growl on both sides of the Atlantic concerning certain practices of English firms. American newspapers may at times publish distorted accounts, but no one will object to evidence furnished by the plaintiff. Here is what the Pacific have a right to the undivided British Merchant Service Journal attention of Mr. Villard to their says upon the subject:

"The despatch of unseaworthy and said, that Mr. Villard had suits overladen vessels, the confidence against the Northern Pacific which trick, and the grinding down of sala- he subsequently compromised for a ries paid to those who navigate the large amount of the stock of that modern ship denote the fact that company, he cannot and must not there are persons managing shipping complain that the public refuse to believe in the future of the entermatters whose greed causes them to ignore the safety of their servants' prise intrusted to his charge. In any lives, and to show no consideration case, if the money which has been for public interests. The aim of the spent in "blowing off" Mr. Villard's German friends had been applied to manager is to secure masters and officers at the lowest salaries. His yestions to curtail expenses in every desels are well covered by insurance. partment" would not have been even to the most trifling damage; hence skillful navigators are not come. sought after, and the manning and

officering of the mercantile marine is effected by the employment of those Nast in that everlasting tag appended who are willing to risk, in addition to to all the pictures of Greeley during their own lives, the money of their the presidential campaign of 1872, friends. No matter how many lives and once very wealthy, is now earnmay be lost by a casualty, the com- ing his daily bread practicing law in pany has not to pay compensation; St. Louis. the shareholders receive their dividend and the ship-builder an order to devote \$4,000,000 of her private forfill up the vacancy in the joint stock tune to the establishment of a nonfleet, Shipowning as it was undersectarian college. This is to be the stood some few years back, is rapidly finest edifice of the kind in the world. becoming an unprofitable investment this reason that so many prospectuses are issued notifying the conversion of THE cause of woman suffrage goes the firm of Brown, Jones & Robinson marching along. The Washington into a limited liability company. It Territory legislature has given woman stands to reason if Mr. A. can make the ballot. his ten per cent on his money he will Jupge Tourgee has made a fortune



ever, is frequently lost sight of by the gullible public. Can stronger evidence of the rotten state of shipping be desired than is given in the following advertisements extracted from the pages of the Standard ! Every one acquainted with the mercantile steamship company paying (!) 20 per cent dividends.

" "CAPTAIN WANTED, duly qualified to take command of mail steamer in Indian Ocean: one who can invest a few hun-dreds in the company liberally treated with. Address 274, the Standard office, 23 St. Bride st., London, E. C.*

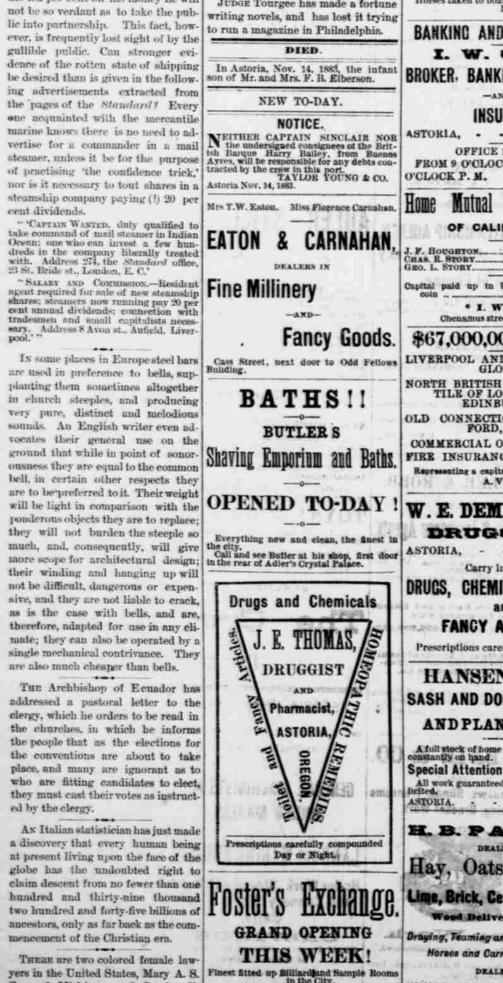
"SALARY AND COMMISSION.-Resident SMARY AND COMMISSION.—Resident agent required for sale of new steamship shares; steamers now running pay 20 per cent annual dividends; connection with tradesmen and small capitalists neces-sury. Address 8 Avon st., Aufield, Liver-pool." "

In some places in Europesteel bars are used in preference to bells, supplanting them sometimes altogether in church steeples, and producing very pure, distinct and melodious sounds. An English writer even advocates their general use on the ousness they are equal to the common bell, in certain other respects they are to be preferred to it. Their weight ponderous objects they are to replace; they will not burden the steeple so their winding and hanging up will not be difficult, dangerous or expensive, and they are not liable to crack, as is the case with bells, and are, therefore, adapted for use in any climate; they can also be operated by a single mechanical contrivance. They are also much cheaper than bells.

THE Archbishop of Ecuador has addressed a pastoral letter to the clergy, which he orders to be read in the churches, in which he informs the people that as the elections for the conventions are about to take place, and many are ignorant as to who are fitting candidates to elect, they must cast their votes as instructed by the clergy.

An Italian statistician has just made a discovery that every human being at present living upon the face of the globe has the undoubted right to claim descent from no fewer than one hundred and thirty-nine thousand two hundred and forty-five billions of ancestors, only as far back as the commencement of the Christian era.

THERE are two colored female lawyers in the United States, Mary A. S. Finest fitted up Billiardiand Sample Root In the City. Cary of Michigan, and Louise V. Bryant of Colorado.



Everything first-class throughout. At the entrance to the O. R. & N. Dock.