ASTORIA, OREGON, TUESDAY, DECEMBER 4, 1883.

SIR MOSES MONTEFIORE.

A Noted Centenarian It is inevitable that the first thought of any one who sees or speaks with Sir Moses Montefiore should be the thought of his immense old age. Even now, though human life seems to be really lengthening, centenarians are rare enough to make them interesting we extend the term, perhaps hardly legitimately, to Sir Moses Montefiore, who is 99 but when a man in a prominent posi-tion lives to that age, the thought of what he has seen and done, of changes through which the world has passed during his time, becomes overpowering. Sir Moses has seen the great work of his life crowned with success in very many countries, and this thought, no doubt, that on which he and his Jewish friends will dwell with the greatest satisfaction to-morrow. But outside observers will reflect with almost greater interest on the men that he has seen in this long life of his, on the epochs through which he has passed, and on the contrasts which the world of to-day presents to the world in which Sir Moses Monteflore spent his youth. Born in 1783, he may possibly remember the taking of the Bastile, and he will certainly recollect the execution of Louis XVI, and the fall of Robespierre. He can probably recall the sensation caused by each of Nelson's victories, and will recall with accuracy the feel-ings awakened in England by the events of the Pensular War. When the news of Waterloo came to his brother-in-law, Mr. N. Rothschild, Montefiore, who was with him in business, probably shared with him the advantages to be gained from the exclusive information. He was Queen Victoria ascended the throne. Yet it is since that date that he has done the greater part of the work by which he is known throughout the world—the work of practically helping his suffering brethren wherever they were to be found. His journeys to Palestine began in 1827, and they only ended in 1875, when he was past 90 years of age. He vis-ited the sultan in 1840, the czar in 1846, and Cardinal Antonelli, to try to rescue the boy Mortara, in 1858. No journey has been too long or too difficult, and no work too tedious for him, if help could be gained for those who sorely needed it. Nor has the claim of distress, and we quote other speakers in th The Montefiores are, as the name implies, Italian Jews, though there is a difficulty in deciding when and whence they settled about the little town on the eastern slopes of the Apennine, which bears that name. In different countries the Jews have different modes of choosing sur-names; in England they are mostly called by Old Testament names, possibly somewhat altered-Levi, Lewis, Abrahams, Moss; in Germany and some other countries they take the names of towns and call themselves Erlanger, Breslauer, Oppenheim. A fortunate chance gave to the ancest-ors of the venerable philanthropist the name of the little town near the a merchant trading with Italy. One of his sons married Rachael Mocatta, one of the family of Spanish Jews, whose name is still so well known in London, and the first child of this marriage was Moses, born at Leghorn in 1784, on the 24th of October, corresponding in that year to the 8th of the Hebrew month Chesvan, which falls somewhat later in the present year. It is well known that the Jew-ish trading community is headed by a kind of close aristocracy of great financiers, who are closely connected with one another by marriage; and of this aristocracy, if such it may be called, the Montefiores are leading members. Sir Moses is half Montefiore and half Mocatta; he married Miss Judith Cohen, whose sister mar-ried the founder of the English house of Rothschild. These four names are, with one or two more, coextensive with the inner circle of English Jews. Many of those who bear one or other of the names have gone much more deeply into finance than Sir Moses, and have consequently left them-selves neither the heart nor the time to do the good that he has done. He left the stock exchange early and en-tered into other and less exciting kinds of business. He helped to found the Alliance Insurance office, the Imperial Continental Gas association and the Provincial bank of Ireland. But, though he did not cease his connection with business, he was never absorbed in it. We have already said that his passionate devotion to his race led him to visit Palestine in 1827, through great difficulties—more like those which would now attend a journey to Bokhara or Yunnan than ose which we associate with a trip to Jerusalem. But what distinguished the work of Sir Moses Montefiore from that of any other philanthropist is the success with which he has pleaded the cause of the Jews in the quarters to which under ordinary and pulmonary affection for forty years and in that time has tried almost everything, but never found anything to give her the relief Dimmitr's Cough Balsam has." At W. E. Dement & Co.'s. been of real service, many times over, in the cause of the Jews of the Turkish empire. He got something more than civil speeches from the Emperor Nicholas, and in 1872, in a second visit to Russia, he was deeply gratified to notice the improvement in the lot of his Russian brethren.

He penetrated even to Morocco in 1863, and in 1867 to Bucharest, where the Jews are perhaps more hated than in any other city in Europe. Neither danger, nor distance, nor discouragement has ever prevented him from going on his errands of charity.

Sir Moses Montefiore has seen many changes in European society, but none greater than that which has passed since the beginning of this century, over the condition of the Jews. In Russia and the backwood regions of eastern Europe they are still, indeed, miserably poor, and are as liable as ever to outbreaks of hatred on the part of the Christian peasantry and of those who wish to turn that hatred to account. Civilized Germany even is inclined to "boycott" them; but the very fact is a proof that they have in the last half century prospered so very much more than their rivals that the jealous hospitality of the latter must from time to time break out. The difference is that what is now abnormal and exceptional was expressed by law fifty years ago. Jewish disabilities, not extending merely to the right of sitting in parliament, but to half the rights of citizenship, existed even in England, which boasts of being in the forefront of enlightenment, until Sir Moses had himself had ample time to experience them. Now, not only have the Jews got rid of their disa-bilities, but their power is very great and far-reaching. Much of the continental press is in their hands. They control the bourses. National financial operations are regarded by them as to a great extent their own affair Their well known qualities of patience, insight and mutual fidelity, and their habit of thinking nothing beneath the notice of a man of business, have given them success. What the future of the race may be no man would prophesy; but if their progress past forty when Catholic emancipa-tion and the reform bill was carried, and had arrived at full age when next century be an important fact indeed.-London Times.

The Wrecked Victoria.

Further information received at the office of the Pacific Coast Steamship Company is to the effect tnat the Victoria struck a sunken rock off Port Orford at about two o'clock on Wednesday morning. She rapidly filled with water, and it was found necessary to beach her. The passen-gers succeeded in getting ashore safely, although the sea was breaking over her. A messenger was at once dispatched to Coos Bay, the nearest his help been confined to those of his own race and religion. We tell, this morning, some curious stories of the aid he has given to persons who had no claim upon him except the claim of distress, and recent the claim of distress, and recent the claim of distress and recent the control of the recent the control of the recent the mand, has been in the employ of the the letter which he wrote to this journal in 1860, and which had so much effect in stimulating public sympathy for the unfortunate christian of the Lebenger (The conjecture The conjectur ian of the Lebanon. The clerical conjecture. The place she struck was Boiler Shop nearly twenty miles out of her reguat Bamsgate yesterday had good lar course, and it is presumed that reason to speak of his universal bemaking for Port Orford to escape the heavy weather then prevailing: The Bernard Castle reports a heavy gale and very heavy seas, in which she received some rough usage and sus-tained more or less damage about the decks. The Victoria must have been in the same storm, and the indications are that she was seeking shelter, although it may be that she was too far in toward shore through a fault in reckoning. The steamer was built of iron, in Newcastle, England, in 1866, and for years ran under the name of Bolivar on the coast of Chile. In 1878 she ran ashore on the Central American coast and was condemned. The hull was bought by Goodal, Perkins Adriatic; but they are first heard of as settled near Leghorn, where the Jews number no less than 7000 at the present time. present time. The grandfather of Sir Moses, Moses Vita Montefiore, settled in England 130 years ago as a merchant trading with It. placed under the American flag, christ-ened Victoria and went into the coal trade between there and Victoria. is reported that she was insured in England for \$120,000. Her cargo of coal is valued at something over \$7, 500, and is uninsured. It was sold at the mine by John Rosenfield to the Pacific Coast Steamship Company, and the latter will be the sole losers. The officers of the wrecked steamer are Capt. Reichman, Chief Officer Humphreys, third mate H. D. Smith and Chief Engineer R. Turner.

Deaths on the Idaho.

Charles Carlson, a seaman, was lost overboard from the Idaho on the night of the 29th ult., while the steamer was doubling Cape Flattery. He was on duty as "lookout" in the bows at the time, and it is supposed a sudden lurch of the vessel caused him to lose his balance and fall into the water. Deceased was a native of Sweden, aged 24 years, and has an uncle residing in Santa Clara county,

California. *Frederick Johnson, a seaman, while engaged in discharging freight at Killisnoo, Alaska, met with a fearful accident, resulting in his death thirty-six hours afterward. Amongst the freight was a heavy iron tank consigned to the Northwest Trading Company, weighing ten tons. In unloading the massive tank Johnson, to facilitate operations, got inside, and when thus engaged the rope by which the tank was being lowered parted, causing it to slide aft. Johnson jumbed from the tank, only to be caught between it and the steamer, sustaining injuries which resulted in

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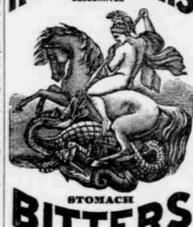
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