

The Daily Astorian.

ASTORIA, OREGON:

FRIDAY, JANUARY 25, 1884

TARIFF PROSPECTS IN CONGRESS.

It now seems probable, judging from such indications as are at hand, that no general legislation affecting the tariff will be adopted at the present session of congress. This, however, is no surprise to those who have attentively considered the political situation. The Democratic party has long played fast and loose with the tariff issue, and it is not to be wondered at that when it is at last brought face to face with the alternative of free trade or protection, it should be found wanting in cohesion. Whether anything approaching a general unanimity of sentiment upon the tariff question exists in the party is a matter which the most recent utterances of Democratic opinion, as found in the resolutions of state conventions, leave in serious doubt. The more important state convention resolutions, with the exception of New York, declared in favor of a "tariff for revenue, so adjusted to encourage productive interests at home." Among the states which thus declare in favor of combining the ends of revenue and of protection are found the important states of Ohio, Indiana, Pennsylvania, and Virginia. The pivotal state of New York has made no declaration either for or against protection. A very different condition of things prevails in the great agricultural states of the west, such as Texas, Kansas, Illinois, Iowa, Michigan, Minnesota and Nebraska. The general sentiment in these states is in favor of the reduction of the tariff to a strict revenue standard. It must not be forgotten, however, in any estimate as to the preponderance of free trade or protectionist opinion in the party, that the middle states mentioned are of much more importance to the party in a political way than are the others mentioned.

Speaker Carlisle's election then may be found to have less immediate significance than has been claimed for it in some quarters. In particular the appointments made by him upon the ways and means committee may turn out to be by no means an unflattering index as to the ultimate action of the house of representatives. In truth, the speaker is confronted by very serious obstacles. Even if the house could agree upon a bill it is not altogether likely that it would meet with the concurrence of the senate and the president, who are of the opposite political party—especially in view of the fact that the presidential election is so near. But it is not entirely certain that the house will be able to agree upon a bill. Mr. Carlisle's chief competitor for the speakership—a man of much weight and influence among his associates—is a steady advocate of protection and may be counted upon to resist strenuously any very decided advance in the direction of free trade. This he will be enabled to do on grounds of political expediency, owing to the fact of the approaching presidential election. A similar reason on the other hand may not inconceivably influence the free traders to endeavor to carry through a more extreme programme than they would otherwise attempt, and in this way the breach may be widened. It is understood that Mr. Morrison's plan contemplates a horizontal reduction of duties. This has the appearance of an attempt to secure the vote of the western free trade states even at the risk of losing the debatable eastern states. It is reasonably certain that this plan will be opposed by Mr. Randall, and it is difficult to see how it can be carried through if he is firmly supported by those in sympathy with him. On the whole, the immediate outlook appears to be rather for a period of congressional discussion upon the tariff than for actual legislation of a general nature regarding it. The conditions referred to, however, are not such as to preclude combinations by which legislation affecting special interests may be carried through, and it is not improbable that special tariff legislation of this sort will be enacted in a number of instances.

It begins now to look as though Oregon and Transcontinental would soon be as the baseless fabric of a vision. It is gradually disappearing and at present does not seem to have much tangible reason for existence. The officers of the company deny that a receiver is to be appointed, and say that its affairs are in such shape that they see no grounds upon which to base such an application. The fact should not be overlooked, however, that although the company has apparently obtained an extension from its creditors in the east, it has a large number of construction contracts on hand work under which has been stopped, and the exact nature of its relations in reference to those contracts has not been made public. The reports mentioned point to uneasy western creditors as the possible litigants.

The enormous shrinkage in railway stocks during the year 1883 has made a hole in many fortunes. Jay Gould's losses from this cause are estimated at \$19,000,000. Vanderbilt has probably lost a still larger sum. But they buy to hold, and stocks may rise again.

The prohibitionists and woman suffragists in congress seem to be running a race as to which shall capture the sixteenth amendment to the constitution, embodying their ideas and theories. Petitions are crowding in from all quarters on both sides, and it is really difficult to say which is ahead. The trouble seems to be that in the East the women are divided. There are quite as many on one side as on the other. Why not take one question at a time? The present congress is in the most complaisant of moods. It will do whatever the women say as soon as it can make up its sweet and unsophisticated mind. It makes little difference to congress which shall come first—suffrage or prohibition. Its motto is, "We study to please."

The house committee on Pacific lands have resolved to cancel the land grant to the Texas and Pacific railroad on the ground of non-compliance with the charter. Fourteen millions of acres, valued at nearly fifty millions of dollars, will, if the bill becomes a law, revert to the public domain and be thrown open for settlement. This will be a great boon to the hundreds of thousands of Europeans who are thinking of coming across the Atlantic in '84. It looks as if the railroad companies were losing their "grip."

The smallest savings bank in the world, the directors of which are the smallest directors in the world, is a penny savings bank, of Brooklyn, N. Y., established in public school No. 9. It has, according to its last annual report, 144 accounts, and the total amount in bank on December 1st was \$267.33. The bank pays 4 per cent interest on sums over \$5. Each depositor has a tiny bank book. The officers of the bank are boys and girls. The accounts are audited quarterly by the trustees of the school. The bank receives 1-cent deposits.

The fact that Henry Villard's collapse has not been followed by other failures may be taken as indicating that the financial tubs of the country are mostly standing on their own bottoms nowadays. "It is worth something to have found this out," says the Philadelphia Press.

The failures throughout the United States for the year 1883 foot up the enormous sum in liabilities of one hundred and seventy-two millions, being an increase over the year 1882 of seventy-one millions. The failures of 1883 exceeded any year since 1867.

Is some of the large saw mills in the northwestern lumber districts a small appliance is attached to the trimmer which automatically stamps the name of the company or mill in every board that passes over the trimmer.

It is estimated that by depreciation in railroad and other securities at home and in the west, New England men have lost within three years four hundred millions of dollars. The property, however, is still there.

It is estimated that it costs \$3,000,000 a year to support the churches of New York city, while the revenue of the theaters is set down at \$7,000,000 per annum.

There are 700 persons employed on and in the capitol at Washington. The aggregate of their weekly payroll is about \$8,368.

ENGLAND loses every year by shipwrecks between three thousand and four thousand lives and about \$50,000,000.

OCCIDENTAL HALL TWO NIGHTS COMMENCING THURSDAY, JAN. 31. 1884.

Special Engagement of the Charming Comedienne, Popular Favorite, the Queen of Protean Stars. MISS KATIE PUTNAM! Supported by her EXCELLENT COMEDY COMPANY Who will present on THURSDAY, JANUARY 31st. The popular four-act Comedy entitled Lena, the Madcap. FRIDAY, FEBRUARY 1st. OLD CURIOSITY SHOP!

Admission as usual. Reserved Seats at The New York Novelty Store, without extra charge. J. H. FERREIS, Manager. H. A. B. WILLIAMS, Secretary to Miss Putnam.

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Notice. OFFICE OF THE OREGON RAILWAY and Navigation Co., Astoria, Oregon. All parties interested in the salvage of goods picked up from the Steamer Queen of the Pacific, in September last, are hereby notified that settlement will be made on or about Feb. 15th, at this office. No claims will be paid without surrender of the receipts given by this company. The amounts to be paid will be 50 per cent. of the net proceeds, as per bill of sale. E. A. NOYES, Agent.

NOTICE TO PILOTS. NOTICE IS HEREBY GIVEN TO ALL whom it may concern that there will be a meeting of the Washington Territory Board of Pilot Commissioners for Columbia River and Bar, held at Ilwaco, W. T., on the 15th day of January, A. D. 1884, at 10 o'clock A. M. Done by order of the Board. C. A. REED, Secretary.

For Sale. FIVE HUNDRED CORDS DRY HEMLOCK Wood, which I will deliver at the houses of customers for \$1 a cord. Draying of all kinds done at reasonable rates. E. R. MARION.

Br. Bark Chas. Cotesworth. Beware, Master, from Liverpool, NEITHER THE MASTER NOR CONSIGNEE of the above named vessel will be responsible for any debts that may be contracted by the crew. MEYER, WILSON & CO.

Stockholders' Meeting. A MEETING OF THE STOCKHOLDERS of the Cape Fox Packing company will be held at the company's office in Astoria, January 24th, 1884. By order of the Board of Directors. W. F. MCGREGOR, Secretary.

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