

The Daily Morning Astorian.

VOL. XXIII, NO. 8.

ASTORIA, OREGON, FRIDAY, JANUARY 9, 1885.

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CONGRESSIONAL SENATE.
WASHINGTON, Jan. 7. - Consideration of the inter-state commerce bill was resumed. Bayard expressed a hope that consideration of the bill in the senate would be carried no farther for the present, as the question embraced in the bill was under consideration in the house, with the probability of an early decision on it by that body. Besides there were questions of far-reaching importance involved in the measure. Bayard, for his part, wished for longer time for deliberation and more information on the subject. He had never desired to vote on a question of doubtful constitutionality. The responsibility was upon congress affirmatively to show that it had power to do that which it proposed to do, and not legislate in doubtful premises. He did not seek to restrict the power of congress to regulate inter-state commerce, but all men knew railroads were working under state power, and however plain may be the right or power of congress to regulate commerce between states, it was certain congress had never hitherto exercised it.
Cullom replied that the house had been discussing the subject for ten years, and it was not necessary for the senate to wait on the action of the house. The senate would not do its duty to the country if it did not proceed with the bill.
Bayard preferred to wait and see what sort of measure the house would present to the senate. He could not but feel there had never been so much power committed to any five men on earth as it was proposed by this bill to commit to five commissioners.
Ingalls was surprised at the position taken by Bayard, that the senate should not consider a subject contemporaneously with its consideration by the house. It was tantamount to an admission that when the house had any topic in hand the senate would either have to take up some other topic or go into executive session. There was no subject of greater importance to the people of the United States than that of transportation, and with only two months of the session remaining we were advised to await the result of the deliberation of the house. "We may as well deal plainly with this subject," continued Ingalls. "The senate of the United States - I use plain language - the senate of the United States is suspected by the people of this country with a desire not to do anything on this subject. I do not need to appeal to the consciousness of any senator; I do not need to appeal to the current strain of observation made in the public press, when I say the senate of the United States is not an object of public adulation at this moment in this country, and I regret to hear the senator from Delaware (Bayard), supposed to be the leader of new public opinion under the new evangel of reform, in days that are to come, gravely recommend a policy that has characterized congress on this subject for ten years past."

HOUSE.
WASHINGTON, Jan. 7. - The speaker laid before the house a letter from the secretary of the treasury, transmitting estimates from the secretary of the navy for an appropriation of \$2,500,000 for the erection of a gun foundry and the purchase of steel for the manufacture of heavy ordnance, in pursuance of the recommendation of the gun foundry board. Referred.
The house resumed consideration of the inter-state commerce bill, the pending motion being one submitted by O'Neill (Pennsylvania) to strike out the section prohibiting railroads from charging more for a short haul than a long haul. O'Neill's motion was lost, yeas 90, nays 127.
At this point, Burns, from the committee on appropriations, reported the consular and diplomatic appropriation bill, which was referred to the committee of the whole. It appropriates \$1,191,000, a reduction under the appropriation of the present fiscal year of \$34,000, and under the estimates of \$432,000.
Discussion of the inter-state commerce bill having been resumed, Reagan defended the measure from the attack made upon it before the holidays, and maintained that that gentleman had never read the bill, or, having read it, had not understood it.
Reagan declared that the Texas legislature, which had made promises to railroads, consisted of representatives who were robbers and thieves. When honest men came to the legislature the contract which had been obtained by fraud and corruption had been broken.
Hewitt (N. Y.), in a speech in opposition to the bill, said he found the gentleman from Texas making the only defense he had ever heard made for the reconstruction of the legislatures of the southern states. He had told the house that the reconstruction legislature of Texas had secured the construction of a great highway, but this was such an outrage that when honest men came in power they disregarded the bargain. All he (Hewitt) could say was those scoundrels builded wiser than they knew, and that the honest men who came in afterwards did not seem to understand legislation as well as the scoundrels did. As to the bill under consideration, he, for one, was tired of this kind of legislation, and this in-

difference to the plainest facts which ought to be known to every man, even the gentleman from Texas.
Reagan inquired whether the gentleman pretended to speak the voice of New York. The voice of New York was better expressed by its legislature, which demanded legislation on the subject.
Hewitt - For a commission. I favor a commission.
Reagan - I have no doubt the gentleman would take a commission that would do anything and would not be expected to do anything. If the voice of the people of New York could be heard here, instead of the voice of aggregated capital, a very different voice would be heard.
Then a passage of arms took place between Keifer and Reagan, the former denying a statement made by the latter to the effect that the committee on commerce of the forty-seventh congress was packed against the bill, and Reagan reiterating his statement.
On motion of Hopkins an amendment was adopted giving United States courts power to issue writs of mandamus, compelling railroad companies to forward freight.
Hammond offered an amendment, providing that no case brought under this act in any state court of competent jurisdiction shall be removed to any United States court. Agreed to - yeas 124, nays 83.
Hammond, in speaking of the amendment, said he believed any rigid rule with regard to railroad rates, or rigid rules as to railroad management must work evil and only evil to the people. While there was much to be said in favor of legislation on the subject of railroads, much more was to be said against any Procrustean bed on which all must lie, though it took a knife to make them fit. He knew of the oppressions of railroads, but he knew also the people needed them, and every burden put on them would sooner or later come out of the pockets of the people. He was unwilling that the bill should be voted upon without his declaring that while he differed, with reluctance, from the gentleman from Texas, he felt compelled to vote against this legislation.
Perkins offered as an amendment all sections of the bill originally reported from the committee on commerce, creating an interstate commerce commission and defining its duties.
Hammond moved to amend by providing that the commissioners shall not be appointed until the 5th of March, 1885.
Pending action the matter went over.
Gibson offered a resolution, declaring it the duty of this congress to enact such laws and make such appropriations as will enable the government to commence at once the construction of a navy suitable for both offensive and defensive purposes in time of war; referred.
On motion of Cox (New York) a resolution was adopted calling on the secretary of the navy for information in regard to the death of Naval Cadet Frederick S. Strang of Oregon, who, it is alleged, died in consequence of cruelties inflicted by senior cadets. The allegation on which the resolution is based is that the cadet came to his death from the effect of so-called "horse play," on the part of the third class, he being put in a barrel and rolled around. Adjourned.
"The World is all a Fleeting Show."
And a very poor show it is to the man whose head swims with vertigo, and whose stomach is powerless to digest a square meal. It is a show of misery, dilapidation and despair - enough to make the man wish it was a great deal more fleeting than it is. But there are bright days ahead, if you folks will be wise. Mr. Oley Grob, Sheboygan, Wis., says: "Brown's Iron Bitters cured me of dizziness and debility." Follow his example.
Terrific Boiler Explosion at Marshfield.
MARSHFIELD, Or., Jan. 5. - On the 4th inst., the boiler of the tug *Sol Thomas* exploded, instantly killing all hands on board except Captain Hill, who was considerably bruised, but not fatally injured. The tug left North Bend early in the forenoon, and proceeded to Empire City, where she took in tow the schooner *Laura May*. While the tug was waiting for the schooner to weigh anchor opposite Empire, the explosion occurred. The crew consisted of J. Hill, captain; George Wadleigh, engineer; I. Tripp, fireman; Louis Nelson, deck-hand; and J. Graham, cook. After the explosion the tug drifted up the bay on a flood tide and struck opposite Look-out, and about half a mile north of Empire. She is a total wreck. Captain Hill was at the wheel, which was blown to atoms, and his escape was a miracle. No one can tell what caused the explosion. The tug was owned by Simpson Bros.
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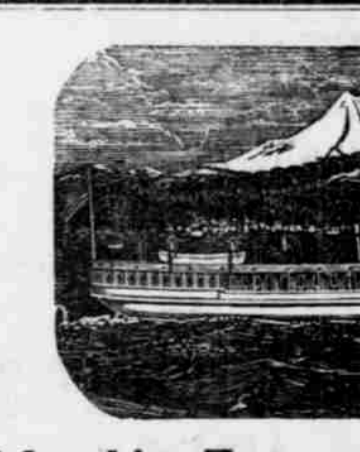
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