

The Daily Astorian. ASTORIA, OREGON: FRIDAY, FEBRUARY 20, 1885. THE ASTORIA GRANT FORFEITURE.

The following is the full text of the bill passed by congress, forfeiting the Astoria land grant:

An act to declare forfeiture of certain lands granted to aid in the construction of a railroad in Oregon.

Be it enacted by the senate and house of representatives of the United States of America in congress assembled: That so much of the lands granted by an act of congress entitled "An act granting land to aid in the construction of a railroad and telegraph line from Portland to Astoria and McMinnville, in the state of Oregon," approved May fourth, eighteen hundred and seventy, as are adjacent to and coterminous with the uncompleted portions of said road, and not embraced within the limits of said grant for the completed portions of said road, be, and the same are hereby declared to be forfeited to the United States and restored to the public domain, and made subject to disposal under the general land laws of the United States as though said grant had never been made.

Sec. 2. That all persons who at the date of the passage of this act are actual settlers in good faith on any of the lands hereby forfeited, and who are otherwise qualified, on making due claim to such land under the homestead, pre-emption or other laws within six months after the same shall have been declared forfeited, shall be entitled to a preference right to enter the same in accordance with the provisions of this act and of the homestead, pre-emption, or other laws, as the case may be, and shall be regarded as having legally settled upon and occupied said land under said pre-emption, homestead, or other laws, as the case may be, from the date of such actual settlement or occupation; and in case any such settler may not be entitled to thus enter or acquire such land under existing laws, he shall be permitted, within one year after the passage of this act, to purchase not to exceed one hundred and sixty acres of the same, at the price of one dollar and twenty-five cents per acre; and the secretary of the interior is hereby authorized and directed to make such rules and regulations as will secure to said actual settlers the benefits of these rights: Provided, That the price of the even-numbered sections within the limits of said grant and adjacent to and coterminous with the uncompleted portions of said road, and not embraced within the limits of said grant for the completed portions of said road, is hereby reduced to one dollar and twenty-five cents per acre.

Sec. 3. That the act of March third, eighteen hundred and seventy-five, entitled "An act for the relief of settlers within railroad limits," is hereby repealed.

Approved, January 31st, 1885, signed by the president, February 3rd, 1885.

It is reported, sarcastically observes the Oregonian, that a bill is about to pass the legislature to appropriate \$25,000 to establish a quarantine hospital, or lying-in hospital, or something of that kind, at Baker City. Of such an institution there is no need—no more need than for a similar one at Ashland or at Umatilla, and still less than at Astoria. The only purpose of the bill is to "do something for Baker county." This seems to be more necessary from the fact that Baker is in arrears on her state taxes for eight or ten years past—the total reaching an enormous sum. Give her her lying-in hospital, by all means.

The senate committee on agriculture has reported in favor of the bill creating a new cabinet officer to be known as the secretary of agriculture, and now let us have a secretary of manufactures, a secretary of trade and commerce, a secretary of transportation, a secretary of labor, and a few other offices, and relieve the embarrassments of Mr. Cleveland, who is trying to satisfy several thousand ambitious statesmen with seven cabinet positions.

Yesterday's Oregonian, in an article on the senatorial race, states that its preference is for Williams, and styles him "pre-eminently the leading man in Oregon." It concedes to Hirsch the right of a majority to dictate the choice—something it denied to Mitchell two years ago.

Mrs. YERUEL DUDLEY's picture is now going the rounds of the press. It represents her to be a good-looking woman with regular features and a wild expression, and if it does her justice she looks as little like an assassin as she shoots like one.

FORTIFYING HARBORS.

The house committee on the fortification bill reports it recommending a gross sum of nearly \$5,000,000 for the repair of existing fortifications and the construction of new ones. Among other points mentioned for the location of defenses are Boston, Hampton roads, New York, New Orleans, and San Francisco. A very little knowledge of what occurred below New Orleans in the early portion of the late civil war would have aided the committee in its estimate as to the value of land defenses. All the possibilities of military engineering could not have made any stronger obstacles to the approach of an enemy than were afforded by the forts, rams, iron-clads, sunken vessels, fire-rafts, cables and torpedoes which were encountered by Farragut when he steamed up the Mississippi to capture New Orleans. His vessels were simply the old wooden sea-forts of a quarter of a century ago, and yet with these, and with a loss of life and material trifling in comparison with the obstructions to be overcome and the prize gained, he won by the forts with their tremendous armament, wound among the sunken hulks, and among the rams, fire-rafts, and cuirassed gunboats, and captured the city whose defenses were regarded as impregnable. There are lessons of the same sort to be learned from the running of the powerful batteries of island No. 10 by a federal gunboat, from the comparatively easy and inexpensive passage of the miles of Vicksburg's defenses by a fleet half iron-clad and half the flimsy craft employed for passenger traffic on the Mississippi river, and from the ease with which the gallant Farragut defied and ran by the defenses of Mobile.

The lessons of these events are to the effect that the ordinary form of fortification against vessels is of little use. If the appropriation shall be expended in reproducing what is already proved useless, it will be simply thrown away. Military engineers must modify existing ideas in view of what was taught by the late war and if they are intelligent, they will; but thus far there has been no hint of any new devices to meet the changed conditions. There is a fear that the money, if appropriated, will be expended in developing the valueless system still in use.

A CONNECTICUT machinist claims to have discovered the secret of the Keely motor, which he pronounces a fraud. Baker says he was employed by a New York capitalist to make the exposure, and spent two years in Keely's employ to learn the secret. He says the outside covering of the motor has nothing to do with the machinery, and is constructed merely to deceive. The working parts are on the inside. The force is pure and simple air the least bit tainted with a chemical to deceive, as everything else is made to do. The air is pumped from seven to twenty-one steel tubs on the inside of the shell. The tubs are of sufficient strength to withstand a pressure of from 10,000 to 30,000 pounds. There is mechanism inside the shell that permits the compressed air to pass from one chamber or cylinder at a time into a distinct and separate cylinder, which contains the piston that operates the fly-wheel of the machine. By this method the machine can be kept running five minutes, or perhaps longer, and yet show very little change on the pressure gauge. The plan is to allow one-third of the air to escape from one cylinder, and then that one is disconnected, and so on until but one cylinder has been used to that extent, when the machine is stopped and a great show is made, as of course the indicated pressure is exactly the same as it was before the wheel went round. Not a drop of water is used at any time. The machinist says Keely knows nothing of mechanics, and got his idea from a motor made in 1876.

The rules of the house of representatives often operate as an irritating restraint upon the honorable members. For instance, an honorable member is forbidden by the rules to call another honorable member a liar. The excitement of debate often demands a freedom of language to give vigor to the discussion and completeness and force to the argument, but no member must under the rules indulge in it, and if he wishes to convey the idea that his opponent in debate is a horse-thief and a liar he must do it with an amount of verbiage and circumlocution that deprives the remark of strength and point. The annoyance occasioned by such harsh rules was very well illustrated the other day in the unpleasantness between Messrs. Hancock and King. These gentlemen got into a squabble about some matter of legislation, and finally reached a point where the term was the most forcible and appropriate epithet that suggested itself. It would have been uttered without hesitation

if the rules had not forbidden it. But, angry and heated as both were, they dared not disobey the rules, and were obliged to content themselves with a few feeble and round-about expressions which but faintly conveyed the idea embodied in the emphatic word they would have preferred. This is not the first time such a thing has happened, and in order to render personal discussions lively and interesting the house should adopt a more liberal set of rules, some of them to be modeled, perhaps, on those of the distinguished marquis of Queensberry.

SECRETARY CHANDLER has just made a report showing that the Greeley relief expedition cost the government \$759,265. These figures loom up like John Boach's contracts. The country has to pay a good deal for its polar foolishness, and no latitude yet attained is half so high as the bills.

The British cabinet has decided that the suppression of El Mahdi is necessary to vindicate England. It doesn't make much difference, however, what the British cabinet has decided; what El Mahdi has decided seems of more importance.

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United States Marine Seamen who pay Hospital Dues, are entitled to Free care and attendance at this Hospital during sickness. Permits must be obtained for United States Marines at the Custom House. SISTERS OF CHARITY HAS RETURNED. J. P. LEA & BROWN HAS RETURNED. J. P. and is ready to turn out some fine fishing boats for the river. Shop on the beach between Kinney's and Elmore's canneries.

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To Contractors, SEALED PROPOSALS FOR THE ERECTION and completion of a two-story and basement dwelling house, to be erected at Warrensburg on Skapanon creek, Clatsop Co., Oregon, will be received at Dr. Martin's office in Old Fellows Building, Astoria, until February 23, at 2 P. M.

Plans and specifications of the building may be seen at Dr. Martin's office. I reserve the right to reject any and all bids. D. K. WARREN, Astoria, Feb. 6th, 1885.

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Final Settlement Notice of Administrator.

IN THE COUNTY COURT OF THE STATE of Oregon for the county of Clatsop, in the matter of the estate of Hazen A. Parker, deceased: You are hereby notified that W. W. Parker, administrator of said estate, has filed in said court his final account as such administrator, and that said court has appointed the 6th day of April, 1885, at the court house in said county, at the hour of one o'clock P. M., as the time and place for hearing objections to said final account and the settlement thereof, at which time and place all persons interested are notified to attend.

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