

The Daily Astorian.

ASTORIA, OREGON:

TUESDAY, MARCH 8, 1887

The Boston Journal says in a local item, "Oscar F. Beckwith is sentenced to be hanged for the fourth time." Wonder how many times they intend to hang the poor fellow.

A GENTLEMAN who has talked with the president about the interstate commission, quotes him as saying: "I want men on the board who are as sound physically as they are mentally. I want, in other words, men who can make, if necessary, a hurried trip to California, solve the intricacies of some problem there, return in the same fashion to Washington, stopping a few days at Chicago, doing some work there, and yet not feel the fatigue of the trip. There will be a great deal of traveling and a great deal of hard work. It will be no sinecure. Whoever takes a place on the board will earn every dollar of his money."

The Oregonian thinks the present status of affairs regarding improvement of the Columbia river, "the end of a delusion," and says: "In future we should not be deceived. The people of Oregon may as well confront the inevitable fact, that the government will not open the river in time to benefit anybody now living in the country. It will potter along in a piecemeal, wasteful and ineffective way year after year, and nothing will be done. We may as well understand this now as ten years, or twenty years, from now. If the people of the Columbia river basin are to be relieved, it must be by the state." Or by the state and territory jointly, for Washington will benefit as much by a free river as Oregon. Still, THE ASTORIAN does not abandon hope and is of the opinion that when the pendulum swings back again, we will have delayed but material aid for our great and necessary improvements in this section.

The aggregate of the appropriation bills passed by the Forty-ninth congress, says a Washington dispatch, is about \$250,000,000. The total is exclusive of sums appropriated by the river and harbor and the deficiency appropriation bills, which failed of enactment. Appropriations for the current fiscal year aggregate \$264,000,000, which amount would have been equalled by the appropriation voted by the last congress, had the two bills mentioned become laws. Some idea of the manner in which the Forty-ninth congress wound up its work may be found in the declaration of a member of little experience, that the record revealed the fact that one quarter of the legislation of the session had been enacted in the last legislative day. An enrolling clerk of twelve years' experience said that never in that length of time had he witnessed the haste exhibited in the last twenty-four hours of the congress which had just expired. Enough papers to fill a half bushel basket, all of them presidential vetoes of house bills, lay in a pile on the floor of the clerk's office in the house wing of the capitol the morning after adjournment. They number 101 in all.

There is a great deal of learned discussion now going on in the press of the country relative to the terms of congress. There seems to be a universal sentiment that it is not well that a congress, after its members have appealed to the people, should still have six months' existence. This is not responsible government in any sense. Supposing there were a peculiarly obnoxious congress, the political complexion of which, on the biennial appeal to the people, is reversed. That congress would still have sufficient lease of life to burden the country with undesirable legislation. The lapping of the sessions of congress over the biennial elections is a relic of the ancient days before telegraphy, railroads and the newspapers had narrowed the circumference of the republic. It would now be no trouble at all for the newly elected congress to convene the January following election as most of the legislatures do, and thus give us a measure of responsible government, in respect to which the British system of direct appeal, and in the event of defeat, immediate surrender to the people, is far beyond us.

An effort has been made since the adjournment of congress, says a Washington dispatch, to induce the president to sign the river and harbor bill, and those interested in securing this action assert that there is nothing in the constitution to prevent his doing so now, if he is so disposed. Several members of congress, including Representatives Willis and Dibble, are agreed that he has power, and have endeavored to persuade him to sign the bill. Mr. Willis said on Saturday that there was nothing in the constitution which provided that the president should sign a bill before 12 o'clock on the 4th of March, or that he should report the fact of his signature to the house. The only provision with relation to bills not signed before the expiration of congress, he said, was that the ten-day limit should not operate to make the measure become a law. He called on the president that day, and suggested to him that he sign the bill now, unless he objected to its provisions. The president informed him that he could not do so, as he was fully convinced that his constitutional power to sign or veto acts of congress expired with the adjournment of that body. Attorney General Garland agreed entirely with the president on this question.

An Unpopular Act. WASHINGTON, March 6.—"A forlorn hope" is the term generally used by congressmen when speaking of the possibility of the river and harbor bill yet becoming a law by the president's signature, notwithstanding several able congressmen are of the opinion that his signature to the bill will yet make a law. He, himself, cannot be induced to entertain this view. Gen. Dnane, chief of engineers, states that it was not on his recommendation that the bill was not signed, and he regards it as practically free from objectionable items. The president is said to have stated that it was because he had not time to examine the bill that he withheld his signature. This report is not much credited here. Those who claim to have known his views of old, say that on general principles he is opposed to river and harbor improvements. Others say that the pocket veto was used from his desire to truckle to sentiment in New York, which is always bitterly opposed to such improvements. Whatever his reasons may be, certain it is that his action has raised a storm among a majority of congressmen that has almost become a hurricane, and it comes from both Democrats and Republicans.—Oregonian Special.

The Railroad Men Puzzled. The traffic men of all the great railroads between Chicago and San Francisco are trying to solve the difficulties which will be presented to them when the interstate law goes into effect in April. The freight rate from Chicago to Ogden, on fifth-class matter, the great bulk of freight is \$1.80 per 100 pounds. The rate on this same character of goods, Chicago to San Francisco is only 50 cents per 100 pounds. If the transcontinental roads raise the tariff from Chicago to San Francisco proportionately to the Ogden rate they will lose all their overland business. The Pacific Mail will get it all. If they lower their Ogden tariff proportionately to the 50-cent San Francisco rate, they will be bankrupt in six months. What are they going to do? That is what the officials of the Northern Pacific, the Southern Pacific, the Union Pacific, the Central Pacific, the Denver & Rio Grande, and the Canadian Pacific would like to know.—Chicago Mail.

Brace Up. You are feeling depressed, your appetite is poor you are bothered with headache, you are fidgetty, nervous, and generally out of sorts, and want to brace up. Brace up, but not with stimulants, spring medicines, or bitters, which have for their basis very cheap, bad whiskey, and which stimulate you for an hour, and then leave you in worse condition than before. What you want is an alternative that will purify your blood, start healthy action of Liver and Kidneys, restore your vitality, and give renewed health and strength. Such a medicine you will find in Electric Bitters, and only 50 cents a bottle at W. E. Dement & Co.'s Drug Store.

To The Public. Parties owning lots in the cemetery can have them kept in good order for a small sum. Tombstones cleaned, and as good as new, by a new process, no matter how black or many of pieces repaired and painted. Opposite cemetery. M. L. Smith.

The Interstate Commerce Law. The O. R. & N. Co. has issued a circular to agents and shippers in relation to section 2 of the interstate commerce law and the company notifies everybody that all special rates or arrangements will be abrogated on the 31st of March. The future plans will be promulgated on or before April 5th, 1887. The following is the section referred to: Section 2. That if any common carrier subject to the provisions of this act shall, directly or indirectly, by any special rate, rebate, drawback or device, charge, demand, collect or receive from any person or persons a greater or less compensation for any service rendered or to be rendered, in the transportation of passengers or property subject to the provisions of this act than it charges, demands, collects or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful.

NEW TO-DAY. Meeting Notice. A MEETING OF THE BRITISH BENEFICENT Association will be held in the office of the British Vice Consul on Tuesday evening the 8th inst. at 8 o'clock P. M. P. L. CHERBY, President.

Assignees Sale. ON MONDAY THE 21ST DAY OF March, 1887, at the hour of 2 o'clock P. M., at the Court house door in Clatsop County, Oregon, I will sell at public vendue to the highest bidder for cash, the book account of the estate of Messrs. Prall Bros. insolvent. Par value aggregates \$75,000. A list of said accounts can be seen by calling on me at the bank of J. W. Case. JOHN BRUCE, Assignee.

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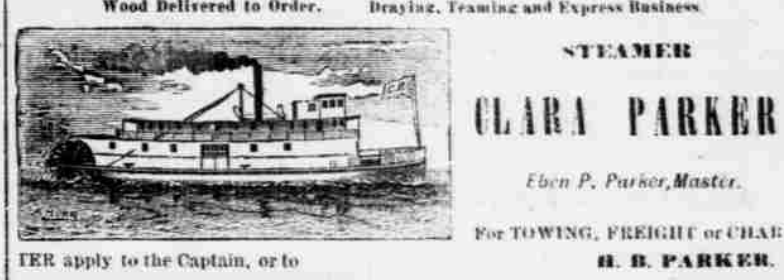
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