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SHIP BUILDING

Views of Builders.

It has been said that "a nation without ships is like a tenant on a farm." He hires what he ought to own himself. So also the country that does not carry its own products to market is hiring some one else to do it. In both cases the cream of the profit is being paid away. The immense gains of England in carrying the products of the United States to the different countries of the world is a striking illustration of this, and affords those familiar with the subject an opportunity of bringing it from time to time to the attention of the public. They show not only how much is lost that might be saved, but how much is gained by Great Britain that might be gained by the United States. The question having been revived, the following facts of what has been and is being done in ship-building on the Pacific coast will be of interest. It is true, as asserted by some, that only a fraction has been done that could have been, but it is satisfactory to know that the building of vessels at San Francisco and other points on the coast has been steadily increasing. The increase is especially notable within the last two years. Up to 1878 the yearly turnout in tonnage was small. Since then, as stated by several of the ship-builders, the business has improved. This is due to the general improvement of business, and the increased requirements of the Hawaiian and Mexican trade. Freights have been higher, and as a consequence vessels have been in greater demand. In saying this, it will be observed they allude solely to what may be termed coasters, no reference being made to deep-sea vessels.

Speaking of wooden vessels, one builder said: "One great drawback is, they cannot command as good freights as iron ones. An iron vessel gets, on an average, two shillings and sixpence more a ton than a wooden one. The risk is considered safer, and insurance rates are consequently lower. Another thing in the iron vessel's favor is that she generally lands her cargo in better condition than a wooden one does." Contrasting American ship-building with English, he said: "Here we pay ship carpenters from \$24 to \$30 a week, while in England they pay but \$5 to \$6 a week. Then there is the enormous State taxation imposed on ship-building in this State. An American ship-owner is taxed on the total value of the vessel, whereas the English owner is taxed only on the revenue of the vessel. As an example of how it works, say a vessel built in California costs \$100,000. The owner is taxed two per cent, on that valuation; that is, \$2,000. Suppose again that the vessel earns during the year \$30,000. Now, take a vessel costing the same amount in England and making the same earnings, \$30,000. The English owner is taxed two per cent.—it is not so much, but say it is—on the earnings, and which would amount to \$600. The American ship-owner, therefore, has to pay \$1,400 more on a vessel costing the same and making the same earnings than the English owner does. But supposing again the vessel has not earned anything during the year, the American owner has to pay the tax of \$2,000 all the same, whereas the Englishman would not have to pay anything at all. That is one of many advantages," he added.

Another builder who was interviewed expressed grave doubts in respect to ship-building on the

Pacific coast. He said: "If ship-building had been judiciously entered upon three or four years ago it would have been in a good and prosperous condition now. But we failed to take advantage of the auspicious moment, and the railroads are now doing their best to prevent further action in the matter. Our coast trade is going to be gobbled up by the Villard combination. They are going to put on six immense steamers, and as an instance of the way freights are going to come down, the vessels now here belonging to that company bring coal down from Seattle for \$1.50 and \$1.25 a ton. Sailing vessels cannot do it and make anything at it for less than \$2.50 a ton. Then there is the Southern Pacific railroad going to make an effort to gather up and hold the wheat trade of the state. Charles Crocker has said that he is going to take wheat from California by way of the Gulf of Mexico to Liverpool for \$14 a ton, and I am foolish enough to believe that he means what he says. He, in conjunction with some English capitalists, are going to put on a line of wheat steamers to run between the terminus of the Southern Pacific railroad on the Gulf of Mexico and Liverpool, so that the great bulk of the wheat crop of California will go out of the state by rail." Concluding he said: "It is my firm belief that compound engines can beat sailing ships all the time."

A third shipwright expressed himself pretty well satisfied with the present state of affairs. "Ships of any size can be built on this coast, because we have got the lumber to do it, and in abundance. I could easily have turned off more vessels than I have, but had no orders for them. Apart from the coasting trade and the trade of the Pacific islands, the English vessels meet the demand for freights. Being iron, they get better freights, and another advantage is they sail their vessels cheaper than we do. The average wages of an English able-bodied seaman, shipping from an English port, is £2 10s a month, or say \$12.50. Shipping from this port they get 25 a month, but they generally ship for the round trip. On board American vessels seamen are paid as high as \$35 a month. Then again the English ships feed their men cheaper than we do. They give them principally hard tack and salt beef or pork. The American sailor wants his soft tack and fresh meat whenever it is possible to get it." Comparing wooden vessels with iron ones, he said that where the former would be rated A 1 for 12 to 14 years, the iron vessel would be rated A 1 for 20 years; they can, therefore, be run at a lower insurance rate.—S. F. Bulletin.

How They Salt a Claim.

"I wish you would explain to me all about this salting of claims that I hear so much about," said a meek-eyed tenderfoot to a grizzled old miner, who was panning about six ounces of pulverized quartz. "I don't see what they want to salt a claim for, and I don't understand how they do it."

"Well, you see, a hot season like this they have to salt a claim lots of times to keep it. A fresh claim is good enough for a fresh tenderfoot, but old-timers won't look at anything but a pickled claim. You know what quartz is, probably?"

"No."

"Well, every claim has quartz. Some more and some less. You find out how many quartz there are, and then put in so many pounds of salt to the quart. Wildcat claims require more salt, be-

cause the wild cat spoils quicker than anything else. Sometimes you catch a sucker, too, and you have to put him in brine pretty plenty, or you will lose him. That's one reason why they salt a claim. Then, again, you often grub-stake a man—"

"But what is a grub-stake?"

"Well, a grub-stake is a stake that the boys hang their grub on so they can carry it. Lots of mining men have been knocked cold by a blow from a grub-stake. What I wanted to say, though, was this: You will probably at first strike free milling poverty, with indications of something else. Then you will, no doubt, sink till you strike bedrock, or a true fissure gopher-hole, with traces of disappointment. That's the time to put in your salt. You can shoot it into the shaft with a double-barreled shotgun, or wet it and apply it with a whitewash brush. If people turn up their noses at your claim then, and say it is a snide, and that there is something rotten in Denmark, you can tell them that they are clear off, and that you know it is all right."

The last seen of the tenderfoot, he was buying a double-barreled shotgun and ten pounds of rock salt.

There's no doubt but a mining camp is the place to send a young man who wants to acquire knowledge and fill his system full of information that will be useful to him so long as he lives.—Laramie Boomerang.

Land Office Decision.

The Register and Receiver of the United States Land Office at Walla Walla having received a number of applications from parties desiring to make homestead entries and proof under the act of May 14, 1880, at the same time for land formerly embraced within the limits of the grant for the benefit of the Northern Pacific Railroad company, but which has recently been restored to settlement and entry, wrote to the Commissioner of the General Land Office for information and instruction, and the Commissioner has replied to the effect following:

It appears from your letter that the applications referred to are from parties who have been residing upon the land claimed for a period of over five years, having gone thereon prior to the date of said restoration, January 6, 1881, and they desire to make their final proof at once, claiming the right to do so under the third section of the act of May 14, 1880.

The third section of said act reads as follows, to-wit: "That any settler who has settled, or who shall hereafter settle on any of the public lands of the United States, whether surveyed with the intention of claiming the same under the homestead law or not, shall be allowed the same time to file his homestead application and perfect his original entry in the United States Land Office as is now allowed to settlers under the pre-emption law to put their claims on record, and his right shall relate back to the date of settlement the same as if he settled under the pre-emption law."

The only question involved is, whether the odd-numbered sections which were withdrawn at the time they settled thereon, were "public lands" within the meaning of the act. I am of the opinion that they were not; that the odd-numbered sections within the limits of said withdrawal were not a part of the public lands until January 6, 1881, the date of the restoration, and parties who had settled thereon could gain no rights

that would relate back further than the date of said restoration.

Lo, the Big Injun.

Address of a big chief when invited to take a walk: "When the white father starts the music we waltz to it. We have been asked to irrigate the land here and hoe corn like the white man. Our hearts are heavy and we cannot promote the string bean. We will do what is right, but we cannot work. The Indian cannot hunt the potato-bug when the deer and antelope are ripe. He cannot dig post holes in the hot sun when the chase invites him to go forth in the forest. Here, where we have roamed through the tall grass and hunted the deer and buffalo, the paleface asks us to dig irrigation ditches and plow the green earth with a rebellious mule. Here where our war cry has been echoed back by the giant hills, we are told to whack bulls and join the church. They come to us and tell us to go to school and wear pants. They ask us to learn language and go to congress. They send men to us to learn us to spell and wear suspenders. We cannot do this. We are used to the ways of our people. Our customs are as old as the universe. We scratch our backs against the mountain pine as my people did a thousand years ago. We cannot change. We can leave our land, but we cannot change our socks every spring and do as the white man does. We can go away from our homes and live in a strange land, but we cannot wear open back shirts and lead in prayer. Warriors, we will go to the land our white father has given us. We will take our squaws and our yellow dogs, our wigwams and fleas. We will go to our new home beyond the river now, and when the autumn comes we will return to this country of a bridal tour. We will construct holocaust, whatever that is, and spatter the intellectual faculties of the ranches all over the country. That is all. I am done. I have made my remarks. I have twittered my twit."

Burnett's Corrosive.

For Premature Loss of the Hair—A Philadelphia's Opinion.

One year ago my hair commenced falling out until I was almost bald. After using Corrosive a few months, I have now a thick growth of new hair.

ALEXANDER HENRY,
No. 814 East Girard Ave.
Burnett's Flavoring Extracts, always standard.

Peruvian Bitters.

Cinchona Rubra.

The Count Cinchona was the Spanish Viceroy in Peru in 1620. The Countess, his wife, was prostrated by an intermittent fever, from which she was freed by the use of the native remedy, the Peruvian bark, or, as it was called in the language of the country, "Quinquina." Grateful for her recovery, on her return to Europe in 1622, she introduced the remedy in Spain, where it was known under various names, until Linnaeus called it Cinchona, in honor of the lady who had brought them that which was more precious than the gold of the Indies. To this day, after a lapse of two hundred and fifty years, science has given us nothing to take its place. It effectually cures a morbid appetite for stimulants, by restoring the natural tone of the stomach. It attacks excessive love of liquor as it does a fever, and destroys both alike. The powerful tonic virtue of the Cinchona is preserved in the Peruvian Bitters, which are an effective against malarial fever to-day as they were in the days of the old Spanish Viceroy. We guarantee the ingredients of these bitters to be absolutely pure, and of the best known quality. A trial will satisfy you that this is the best bitter in the world. "The proof of the pudding is in the eating," and we willingly abide this test. For sale by all druggists, grocers and liquor dealers. Order it.

A cough, cold or sore throat should be stopped. Neglected frequently results in an incurable lung disease or consumption. Brown's Bronchial Troches do not disorder the stomach like cough syrups and balsams, but act directly on the inflamed parts, allaying irritation, give relief in asthma, bronchitis, coughs, croup, and the throat troubles which singers and public speakers are subject to. For thirty years Brown's bronchial troches have been recommended by physicians, and always give perfect satisfaction. Having been tested by wide and constant use for nearly an entire generation, they have attained well-merited rank among the few staple remedies of the age. Sold at 25 cents a box everywhere.

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Notice.

Just received per steamer Columbia, a fine lot of eastern oysters, which will be served up in first class style at Roscoe, Occident block.

Eastern Oysters.

Another fine lot of Eastern Oysters just received at Roscoe, per steamer Oregon, Occident block.

Brick! Brick! Brick!

I have on hand a large amount of brick for sale at from 50 to 88 per thousand. Call and examine near Astoria corner of Chenamus street.

JOHN WILLIAMSON.

Choice Valley Fruit.

Capt. J. H. D. Gray has just received a choice lot of pears and apples, fresh from the orchards of Folk and Marion counties, which will be sold in lots to suit purchasers.

Sherriman Bros. Express.

Will receive orders at the store of I. W. Case for upper Astoria or any other part of the city. Leave your orders on the slate and they will be promptly attended to.

What is all This About?

It is all nothing. Facts prove that I keep the best beer in Astoria, the regular Albany beer. Also the genuine Albany Bottled Beer kept always on hand.

CHAS. GRATKE.

Roscoe's New Place.

Roscoe, the popular caterer, invites all his old patrons, and as many new ones as may be pleased to make him a visit, to call at his new, the Chenamus location, on Chenamus street, Occident hotel block, which he has just fitted up in first class style.

—Max Wagner's San Francisco National brewery beer can't be beat.

—King of the Blood is not a "cure all," but in all disorders attributable to impurity of blood and its defective circulation, nothing else equals its effect. See advertisement.

Have Wistar's balsam of wild cherry always at hand. It cures the coughs, colds, bronchitis, whooping cough, croup, influenza, consumption, and all throat and lung complaints. 50 cents and \$1 a bottle.

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