

CLATSOP COUNTY.

Its Past, Present, and Future—Historical, Statistical and Topographical.

[Continued from yesterday's ASTORIAN.] A short time prior to the capture of the post by the British, the agent of Mr. Astor had, by virtue of a violently-preserved authority, sold the whole right, title and interest of the Pacific Fur Company, to its rivals, the N. W. Company of Canada, for the sum of \$40,000, by which means this company, under color of title, for a time succeeded to the sole occupancy of the whole northwest coast, south of the Russian possessions. This state of affairs lasted until 1817, when, in pursuance of the provisions and stipulations of the treaty of Ghent, Capt. Biddle of the sloop-of-war Ontario, bearing Hon. J. B. Provost, U. S. Commissioner, entered the Columbia and took possession of Fort George, in the name of the United States, reinstating the flag of the Union, and re-vesting it with the name of Astoria. October 6, 1818, the property of the Astoria Fur Company was restored to its legitimate owners, but Mr. Astor never renewed his operations here. A joint occupancy by the various fur companies was allowed by the governments, out of which sprang the vexed boundary question, that for years kept the two nations on the verge of war, and finally resulted in giving to the United States the vast territory between the forty-second and forty-ninth parallels, north latitude, and west of the Rocky mountains; that country now denominated the great Northwest and which just at this time is, perhaps, attracting the attention of the world more than any other section. To give minutely all the details of events that have transpired since the settlement of this country commenced, and in which the Columbia river has figured, would involve the publication of a volume.

It is sufficient to assert here, that neither of the contending nations fully understood the great importance of this bone of contention, or the grand future of that inland empire to which the mouth of the Columbia is the key and gateway. And even now, it is doubtful if the great nation that has been so fortunate as to draw this immense prize, is yet fully awake to the importance of the acquisition. When the whole immense country known as Oregon, Washington and Idaho, has become peopled as thickly as its undeveloped resources will justify, there will spring up, in spite of all opposition, at the mouth of the Columbia, a city worthy of so magnificent a position. It is so destined by fate, and no accumulation of capital, no combination of monopoly, can prevent it. Then Clatsop county will be under the drippings of the sanctuary of this great inland empire of magnificence and wealth. Astoria has now a population of about 4,000 people, and is in every sense a stirring, bustling, growing little city. Here the immense salmon-canning business of the Columbia, which astonishes the world, had its birth, and here it now has its headquarters, giving employment and a livelihood to thousands of people annually. Here large saw-mills are in operation, and in the inexhaustible supply of the very finest timber found in this country, invites the establishment of more mills and more extensive ship-building, while much of the soil offers homes to thousands when the timber has been removed from it. Coal has also been discovered in different places, but not suf-

ficiently prospected to determine its extent or value. All the larger vessels entering the river are forced to have part of their cargo brought down to Astoria on barges, and there loaded, as the river will not admit of the passage of deep-water vessels between Portland and this point if loaded to their full capacity, hence the necessity of a railroad that shall connect, in a more practical and economical way, the inland country with this ocean gateway. Appropriations by Congress may succeed in bringing about such improvement of the bar as may in a degree remove the dangers encountered by the commerce of the great interior, now assuming such immense proportions. In concluding this article, we will dwell at some length on the great industry which has been fully developed in Clatsop county and at other points on the river.

Prior to 1866, the salmon fishing along the Columbia was only engaged in by individuals for their own use, or in a petty trading way by Indians, a few Italians, and stragglers of no means and little energy. A few barrels of salt salmon were yearly brought to Portland or wherever else a market could be found. The Indians along the Columbia and its tributaries, and in the neighborhood of other streams furnishing the luxury, subsisted to a great extent upon salmon. In 1864, Mr. Wm. Hume established a salmon cannery on the Sacramento river in California and found his venture reasonably successful. The Columbia river salmon—known as the Chinook salmon—had attracted some attention and were, by those who professed knowledge in that direction, declared to possess a finer flavor than those of any other portion of the globe, and being so plentiful as to create discussion, Mr. Hume came to the Columbia and having satisfied himself that neither the quantity nor quality of the Chinook salmon had been exaggerated to him, he at once put up a cannery at Eagle Cliff, near the mouth of the river, on the Washington Territory side, and in 1866 put up 4,000 cases of four dozen cans each, the first salmon ever canned on the Columbia. His force that year consisted of ten experienced fishermen and thirty other assistants. Mr. Hume was not alone in the enterprise, a Mr. Haggood, of California, was associated with him, and so encouraged were they with the success of their venture and the stupendous and apparently inexhaustible supply of fish, that they doubled their facilities for the succeeding year's run and put up 8,000 cases. Mr. George Hume, Wm. Hume's brother, had also an interest in the venture, but in 1867 drew out of the firm and established a cannery of his own and that year put up 10,000 cases. In 1868, Captain John West, seeing the fortunes made so easily, established a cannery and together with the two other firms, drew the grand total of 28,000 cases from the blue waves of the great river. In 1860 the three first named gentlemen established a fishery and cannery at Cathlamet on the W. T. side, from which time the Columbia river has been renowned the world over for its salmon. The industry has continued to grow, until now more salmon are taken, canned and shipped at the Columbia establishments than from all the world besides. So great has become the trade, that inventive genius has been called to the aid of the fisherman, and now "a salmon cannery" is the synonym for an immense outlay of money,

in machinery and all the varied appliances made necessary by the immensity of the traffic. A higher price must now be paid for fish by the proprietors, than formerly, while in the markets of the world, the price of canned salmon is constantly coming down, the natural result of competition, and improved facilities by which the process of preparation is carried on with so much less expense. In 1866, the cost of fish delivered at the canneries was 15 cents each, which increased with each succeeding year until 1881, when the price exacted by the fishermen was 60 cents for each fish. The pack of 1866 brought the canners \$16 per case, which price has been gradually reduced year by year, until 1879, salmon were sold at \$4.60 per case, and in 1881, \$5. The total product of 1866 was 4,000 cases, which has been increased year by year, until 1881, when the largest catch was reported, reaching for the year, the enormous amount of 550,000 cases or 26,400,000 cans of one pound each, from which a revenue to the various establishments of the river was realized in the sum of \$2,750,000.

The business employs about 4,000 Chinamen and 3,500 white men, and the fishing season lasts from April to August. The total value of the property employed in the business is about \$2,000,000. There are about 1,400 boats and nets used, besides steam tenders and so on.

The cost of a cannery with all its various paraphernalia, not including steam tenders, is about \$50,000. The positions of responsibility about the canneries are filled by white men, whose salaries range from \$50 to \$150 per month. The salmon canning interest, next to agriculture, is perhaps the most important on the coast. The largest and most important of the canneries are at Astoria, which, together with the large lumbering establishments, shipping, etc., comprise the principal business of that city, and during certain seasons of the year, the streets are thronged with thousands of horny handed, hard visaged men.

The river at this point is about eight miles in width. Knappton, in W. T., stands on the bank opposite to Astoria, while at Baker's bay, some fifteen miles from Astoria, is Ilwaco. Fort Canby stands on a promontory, north of the mouth of the river, and Fort Stevens guards the Oregon shore and is situated on a low, sandy plain, just out of the reach of the angry breakers of the bar. Steam- ing in from the ocean on one of the O. R. & N. Co.'s fine steamers, on a quiet day, the scenery is grand and impressive, and to the sea sick traveler, the prospect of once more reaching the calm, placid waters of the Columbia, a sensation of pleasure pervades the whole being. Looking across the angry, surging billows, that break with fury and ominous roar upon the dangerous rocks and reefs that lie hidden beneath them, the still, quiet surface of the river presents a picture so strong in contrast, as to furnish the most striking illustration of the varied experiences of man, plunged almost in a moment, from the serenity of peace and quiet, into the angry waves of adversity and all the toils and turmoils of life; or emerging from the storms, rocks, reefs and surging billows of a faithful and unhappy career, the careworn traveler on the wild sea of life, sees just beyond him, the end of his toils, a calm, quiet, peaceful haven of rest.—Resources of Oregon and Washington.

Sea-Sickness.

This is caused in great part by the confusing effect, which the tossing on the water has upon the brain, and multitudes of ways have been pursued for avoiding or at least mitigating this annoyance. The best plan is to let it have its course and rid the system of that excess of bile which is most always present in this overeating age; the general health rarely fails to be greatly improved by it, although in very rare cases, perhaps not more than one in a million, the patient dies under the effects of the long continued and exhausting retching.

If a person will lie down with the eyes closed, and not allow the head for an instant to be raised from the pillow, there is an almost entire exemption from nausea and other discomforts, but the result of this course is that it will be necessary to keep abed during the entire voyage. The effort should be to shorten the sickness and get rid of it as soon as possible, and this is best done by not lying down at all, but resolutely keeping on the feet on deck, in the open air if the weather permits, that is, if it be not raining; this requires moral courage and considerable force of will and character, but it seldom fails to abridge the period of sea-sickness, sometimes to confine it to a few hours' duration, and then the remainder of the voyage can be enjoyed as it ought to be.

The tendency to nausea on shipboard is abated somewhat by any stimulus which acts decidedly on the nervous system, such as chloroform, brandy, opiates etc. Irritants, such as the strongest spices, abate nausea; so will great mental emotions, in short, anything that draws off the attention of the mind. No person can be sea-sick if the ship be on fire, nor will a person who is drunk. A brisk purgative just before going on board, or a dose of medicine taken the night before, is good. Still, the wisest, most healthful and most expeditious method of meeting sea-sickness is to avoid all preventives, all medicines, and manfully determine to keep upon your feet and let it do its worst.

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—Mr. John Rogers of the Central Market has made arrangements to keep at the finest fresh fish, etc., in their season.

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