

The Daily Astorian.

ASTORIA, OREGON:

WEDNESDAY, APRIL 25, 1883

There are a great many unemployed men in Portland.

The fine weather yesterday aroused thoughts of straw hats and summer suiting.

The old custom house is fast disappearing. The Chenamus street side looks like the ruins of a fire.

The Lombardin began discharging yesterday. Of the 12,992 boxes of tin, 11,210 come of at this port.

A boiler explosion in Smith's Portland saw mill last Monday scared a great many and fortunately hurt no one.

An explosion in a Portland dentist's office last Sunday injured the dentist and his assistant. What is the world coming to!

The American ship Indiana, of Bath, Me., 1488 tons, Morrison master, 156 days from Philadelphia, arrived in yesterday afternoon.

Capt. Lutjens, of the Kate d'Anna, bought the wrecked schooner Phoebe Fay at auction at Yaquina last Saturday, with 25 M feet lumber, for \$220.

The Shoalwater Bay Transportation Co., will build a wharf at North Cove this season, piling out 200 feet, and one at Peterson's Point piling out 1900 feet.

Mr. Villard told the New Tacoma people that with all Portland's wealth, yet that city hadn't enterprise enough to build a suitable hotel, so he had to do it.

The sixty-fourth anniversary of the founding of the I. O. O. F., will be celebrated in Portland by a concert and ball to-morrow evening, to which an invitation is acknowledged.

A fire in the steamer Welcome, plying between Port Townsend and Seattle, last Monday, was only subdued by the most earnest efforts of those on board. Damage trifling.

Judge Lorenzo Sawyer is in Portland. The U. S. circuit court opened yesterday. There is a large amount of business to come before the court and it is probable Judge Sawyer will be there several weeks.

Under the auspices of the Portland board of trade, a meeting of citizens and taxpayers of that city, will be held in that city this morning. Henry Villard will be present and give his views upon public matters of local interest.

Olaf Peterson, a well-known resident of upper Astoria, died yesterday morning. He was a stockholder in the Occident Packing Co., aged about 50 years. He will be buried from the Methodist church at two o'clock to-morrow afternoon.

The new steamer Tom Morris, built at Ranier by Johnson Bros. for Arndt & Boelling, is at the foot of Cass street. She is 55 feet long, 14 feet breadth of beam, and registers 19.66 tons. She will make her trial trip next Saturday, and then is ready for business.

A perusal of Mr. Villard's New Tacoma and Seattle speeches confirms one in the belief that that gentleman possesses in an eminent degree the pleasing faculty of being able to say just what his auditors want to hear without committing himself to any definite policy. The only instance we recall in which he departed from this pleasant practice was when he told his Portland hearers in October, '81, that they could build warehouses over on the Sound.

Steamboat Builders.

A good example of what steady industry and go-ahead-ness can do is exhibited in the case of the Johnston Bros., of Ranier, who are now engaged in building steamboats on the Columbia river. They are constantly at work and are turning out some good specimens of water craft; the Lillian which daily plies between here and Knappa was built by them, also the Tom Morris, just finished, and others. They have contracted for the building of a \$10,000 propeller on which work will be begun at once. It is for Woods & Moore, and will run on Shoalwater bay the coming season. It will be eighty feet long, fourteen feet breadth of beam, and five feet depth of hold, with proportionate displacement. The engines which will be built in Pittsburg, Penn., will be of the compound balance type. The Johnston Bros. will have the construction of the woodwork throughout and guarantee the owners a steamer that will run fifteen miles an hour. They are an enterprising firm and deserve the success that assuredly awaits them.

Wanted.

A competent dressmaker. Apply to Mrs. T. S. JEWETT.

Removal.

A. J. CLOUTRIE has removed his Harness Shop to the building on the roadway formerly occupied by Colm's boot and shoe store.

Sattins, all shades, at 50 cents, at Sheriff O'Neil's Bankrupt Store.

Fayal hats for 25 cents, at Sheriff O'Neil's Bankrupt Store.

SALMON HEADS-AND TAILS.

Something for Astorians to Think About

The salmon run during this week has improved some, and the probabilities are that by the first week in May the fish will come in well. Of the 1,000 boats or more on the river there are about 800 out catching. Some of the canneries have not begun to do anything yet in the way of packing; in a week's time the number of boats in the water will be largely increased. The attempted unity of action in relation to tying up some of the boats, which was broached some time ago, while not agreed to is virtually the rule now, though from entirely different reasons from those advanced by the men who favored the measure at the time. It is not likely that at any time this season the full number of boats that could be utilized will be in the water. One thing can be set down as certain—that there will no new canneries be built on the river for an indefinite time. The general feeling is that "the business is overdone," and the continued low prices on the river, the increased cost of the raw material, the scant sales—not over 85,000 cases—of this season's pack, make altogether a dubious outlook for the season of '83. The fact that the expensive plant which represents so much dead capital for eight months in the year, requires some effort to make expenses during the season is the single fact that impels some of the cannermen to attempt business this year at all. With salmon \$1.20 f. o. b.; from seventy-five cents to one dollar offering for fish; sixteen or eighteen hundred boats in the river, and conflicting circumstances arising in regard to a favorable market, the probability of a profitable season, for those whose capital is invested in the business is very slight.

A visit to eighteen canneries yesterday showed a fair amount of work going on. Taking one cannery with another, the average to the boat is about seven fish. To state the "average" daily catch of a fish boat does not give any idea of what is caught. Yesterday, in looking over the fish lists courteously shown us by different gentlemen, it ran somewhat this way, 6-19-2-47-1-38-2-0-8-3-7-23-3-1-4-2-17-9-0-5. Here are 196 fish caught by 20 boats, a day's work for that cannery, but the next day might show but half that number. A comparison with tallies of former years shows the contrast. Fishermen are not at all anxious to see an influx from below, the reason for which is obvious. It would mean for them even harder work than at present without any corresponding gain.

Were ten Astorians asked "what is the chief dependence of your city; what is the main factor in its prosperity?" nine of them would answer "The salmon fisheries." And they would be right. Whatever Astoria is "going to be" is quite a different affair. What she is now, and for some little time to come depends upon the fisheries. The si-y-a-a-h future can take care of itself. The present and immediately prospective is not being taken care of by those whose direct interest it is to foster and perpetuate the supply. Five thousand dollars for corner lots is all very well, but if the bottom drops out of the salmon canning business, real estate will tumble too. It has been iterated and reiterated in this paper that the salmon run in the Columbia will dwindle and finally decrease unless kept up by propagation. Every journal in the northwest has endorsed these views by republication and editorial comment; numerous instances have been cited where rivers were exhausted, but as yet no active measures have been taken on the part of those whose business it is to do so. There is no philanthropy about this thing; no sentiment; no "helping" anyone. It's a square business proposition. Take the Columbia river from Sand Island to Tongue Point. Is there any area, be it of land or water, on this earth, that yields more to the square inch every year in results which are represented in twenty dollar pieces than that little bit of water? Is there any other area of equal extent out of which \$2,500,000 is annually lifted? It is like a mine—unfortunately too much like a mine, for the cases are parallel. You take the ore out of the mine without replacing it and eventually the bonanza becomes a borrasca—nature, in the case of the fish does her best to replenish, but they are being caught faster than they return and the result will be—well, what do you think?

There is no theory about this matter; it has been demonstrated in other lands and waters over and over again that the ending of such action as our cannermen adopt means eternal darkness of the fish. It is likewise a matter that rises above and beyond the personal spite of individuals or the business competition of different establishments. Under sunny skies and in peaceful waters passengers may quarrel in the cabin, but when the ship springs a leak they must pocket resentment, and together man the pumps, or together perish.

What are you going to do about it? It seems to be a case of "what is everybody's business is nobody's business." "The State ought to do it," "The National government ought to do it," "The cannermen ought to do it," "Washington Territory ought to join with Oregon in doing something," while some say little, but think "after me the deluge," and go right on catching all they can and canning all they catch. Our Astoria chamber of commerce made an effort last winter to have the national government take hold of the matter. Considerable correspondence back and forth amounted to just this: Prof. Baird refused to have anything to do with it. Seth Green would take hold of it and start it if he could be shown there was any money in it. The state seems to think that in passing laws (which are never enforced) she does her duty, and so the thing whittles down to this, that the cannermen have their choice, either start a hatchery or lose the business.

And now appears the ridiculous part of it. The whole thing needn't cost over \$7,000, and after the first year half that amount would run it. Less than one cent per case would keep it going. If it took \$100,000 to start and \$25,000 a year to run it there might be a natural hesitation about going into the project, but the cost is so insignificant, the result so enduring, and the neglect so fatal that it would seem a suggestion were sufficient. In this plain-spoken little article there has been no attempt to enlarge upon the "duty" owed to the state, or the people living on the Columbia river, or posterity, or anything of that sort: It is represented as a simple matter of dollars and cents. Its importance cannot be over estimated, and its further delay is an injustice.

The N. P. R. R. Terminus. I expect to come across the continent on a Northern Pacific through train the latter part of August. We hope to connect the track the first week of August somewhere between Helena and Missoula, probably at this end of the great tunnel. The grading is completed, and the main line is practically finished. The bridge work is nearly done. The rails and ties are on the ground and ready to be placed on the grade. Substantially, the work that yet remains to be done is trifling with the exception of a few hundred feet of excavation in the Mullan tunnel. You may, therefore, confidently look forward to the consummation of the great work upon which your prosperity so much depends and upon which I believe all your hopes for the future are based. About the time of my accession to the presidency of the Northern Pacific railroad company some of your people here, owing to unfounded newspaper statements which were given a large circulation at the time, supposed that I would do something to take away from Tacoma the privilege of being the terminus of the Northern Pacific railroad on Puget Sound. Some of you who heard my remarks about a year and a half ago will remember that I told you at that time that no action of that kind was contemplated by me, and no such action would be taken.

I repeat that assurance to-day, although it is hardly necessary, for you know that the company has expended a great deal of money within the limits of your town, and this expenditure has reference solely to the fact that Tacoma is the terminus of the Northern Pacific railroad. [Applause.] In fact we had no choice in the matter, the obligations of the charter imposing upon the corporation the duty of treating Tacoma as the terminus of the Northern Pacific transcontinental line.—From Henry Villard's speech at New Tacoma.

Hotel Arrivals.

Occident. R. Hogby, V. Cook, M. Zan, C. L. Silverman, Portland; J. G. Megler & wife, J. P. Brennan, Brookfield; U. B. Scott, Fleetwood; J. G. Green, Skippinon, Capt. Morrison, Ship Indiana; F. R. Coggeshall, Eureka; L. A. Loomis, Oysterville.

FARKER HOUSE.

A. Y. Grubb, J. A. Riecknell, F. M. Blumun, City; P. Bower, Santa Cruz; J. P. Green & family, Bertville; Mrs. C. Walter & children, Perrydale; J. S. Courtney, Skamokawa; M. Emele, C. L. Silverman, Portland.

A CARD.

Change of Name. On and after this date "Jeff's Variety Chop House" will be called simply "JEFF'S CHOP HOUSE."

Blankbooks, Blankbooks, Stationery, Stationery.

Just received, a large stock at Adler's Bookstore. On account of a great reduction in this line I am now prepared to sell 20 per cent. lower than old prices.

The finest pan roast in the city. Where, oh where? At Frank Fabre's.

Just received, the latest styles of Birthday Cards, also Wedding Cards, something new, in elegant variety, at Adler's Bookstore.

Trimmed hats for \$1, at Sheriff O'Neil's Bankrupt Store.

Langtry plaids 75 cents, at Sheriff O'Neil's Bankrupt Store.

What are you going to do about

REVOLUTION!

A complete Revolution has been inaugurated in the Prices of Goods since the advent of

Sheriff O'Neil's Bankrupt Store.

We sell goods at their Real Value. We charge no fancy prices such as the people of Astoria have had imposed upon them before our arrival.

Although we have

Demoralized the Merchants.

We feel confident that we have

BENEFITTED THE GENERAL PUBLIC.

We have practical proof in that respect by our receipts which were a hundred per cent.

Better than Our Utmost Expectations.

Now Shapes and Styles in MILLINERY

Bargains in DRESS GOODS, FANCY GOODS,

Domestic, Gents' and Boys' Clothing, and Furnishing Goods, Cloaks, Dresses, and Dolmans, at

Sheriff O'Neil's Bankrupt Store,

ISAACS & SUMMERFIELD.

Corner Concomly and Main Streets, ASTORIA, OREGON

Frank Fabre's Oyster and Chop House.

Those wishing a nice plate of Eastern or Shoalwater bay oysters cooked in any style, or an early breakfast before going aboard the boat, should call and see him. Fresh Eastern and Shoalwater bay oysters received by every steamer.

Notice.

Dinner at "JEFF'S" CHOP HOUSE every day at 5 o'clock. The best 25 cent meal in town; soup, fish, seven kinds of meats, vegetables, pie, pudding, etc. A glass of S. F. Beer, French Claret, tea or coffee included. All who have tried him say Jeff is the "BOSS."

Laugh and Grow Fat.

One is not apt to laugh and grow fat if he is not feeling well. The legions who, from habitual constipation, suffer constantly from headaches, torpidity of the liver, dullness, feverishness, sour stomach, etc., can be persuaded to laugh only after they have taken a few doses of Syrup of Serravallo. Try it and see. For sale by W. E. Dement & Co., Astoria. Hodge, Davis & Co., Wholesale Agents, Portland, Oregon.

"JEFF'S" of the CHOP HOUSE is now ready to manufacture Ice Cream in order in any quantity for Balls, Societies, Private Houses, etc., and having the best facilities of any place in town and guarantees to give satisfaction. Ice constantly on hand and for sale.

Shiloh's Cough and Consumption Cure is sold by us on guarantee. It cures consumption. Sold by W. E. Dement.

Physicians attest: "COLDEN'S LIQUID BEEF is particularly useful in Diphtheria, Fever, and every depressing disease."

Beautiful skin, and fair complexion robust health, and powers of endurance follow the use of Brown's Iron Bitters.

Will you suffer with Dyspepsia and Liver Complaint? Shiloh's Vitalizer is guaranteed to cure you. Sold by W. E. Dement.

Steamer Days.

Following is a resume of sailing dates for ocean steamers for April and May, steamers leaving Astoria and San Francisco every three days:

Table with columns for destination (Astoria, San Francisco), date, and time. Includes entries for Columbia, Oregon, and Queen.

GREAT SACRIFICE!

OF BOOTS AND SHOES!

For 20 Days

On account of removal I will sell my large and well selected stock of Boots and Shoes amounting to over

\$6,000

At cost for the next 20 days.

All those needing anything in the line of Ladies' and Gentlemen's or Children's Boots and Shoes will find it greatly to their interest to give me a call, for I will positively sell my goods at cost rather than to be the trouble of moving them to my new place of business. I. J. ARVOLD.

FIRST QUALITY LUMBER.

THE WESTPORT MILL COMPANY

IS IN THE FIELD AND PROPOSES TO furnish lumber for building purposes. We will take orders for lumber from 100 to 500 M., at the mill or delivered. We also manufacture oak and shingles of all quality.

Flooring a Specialty. Address all orders WESTPORT MILL CO., S. C. BERNER, Supt.

BOZORTH & JOHNS.

Real Estate Dealers.

A general agency business transacted here. Columbia City, Alderbrook, Astoria and Seaside property for sale.

C. H. COOPER, GENERAL MERCHANDISE.



1883. 1883.

IXL STORE.

Spring and Summer

Opening of New Goods

Mr. C. H. Cooper takes pleasure in informing the public that his importations of Spring and Summer Goods are now complete, and the general

OPENING DAY

WILL TAKE PLACE ON

Thursday, April 5th.

All are invited, and we will deem it a pleasure to show goods without any importunity to purchase.

THE IXL, THE LEADING

Dry Goods & Clothing House OF ASTORIA.

OCCIDENT STORE.

The Largest Assortment of

STRAW HATS

Better Shown in Astoria. All the Leading and Standard Styles in Soft, Stiff, and Flexible HATS

The Most Complete Line of Gents' Furnishing Goods Foreign and American.

Summer Suitings. Fine Clothing.

D. A. MCINTOSH,

The Leading

TAILOR, CLOTHIER, HATTER and GENTS FURNISHER.

IT PAYS TO TRADE WITH ME! WHO?

FRANK ELBERSON,

Seaside Bakery & Confectionery.

WHY?

Because my Goods are the Best, and Always Fresh.

Cakes Candies etc., furnished for Wedding parties, on short notice, and guaranteed to give perfect satisfaction. Cake ornamenting a specialty. Opposite G. W. Hume's.

L. K. G. SMITH, Importer and wholesale dealer in Cigars and Tobacco, Smokers' Articles, Playing Cards, Cutlery, Stationery, Etc.

The largest and finest stock of MEER-SCHAUM and AMBER GOODS in the city. Particular attention paid to orders from the country. THEO. BRACKER, Manager. Chenamus Street, Astoria, Oregon.

I. W. CASE,

IMPORTER AND WHOLESALE AND RETAIL DEALER IN

GENERAL MERCHANDISE

Corner Chenamus and Cass streets, ASTORIA - - - OREGON

North Pacific Furniture Emporium.

Geo. A. Pleasant, - - Prop'r. Cor. 5th and Alder Sts. - - Portland, Or.

Straw Beds, per doz. - - \$10. Spring Beds, each, - \$5. to \$15.

Lounges, In Raw Silk, Carpet, and other coverings. From \$10. to \$15.

Samples of cover and particulars by mail if desired.

REMOVAL! REMOVAL!

GREAT SLAUGHTER OF GOODS!

New York Novelty Store

Has to Move on the 1st of May,

And in order to save the breakage and damage in moving goods we will sell our entire stock

Consisting of Baby Carriages, Bird Cages, Jewelry, and Silver Ware, Clocks, Watches,

And all the Brice-a-Brae in our Store at San Francisco Wholesale Prices

For the Balance of this Month only.

Come one and all, and convince yourselves that we mean business. NEW YORK NOVELTY STORE, Cor. Chenamus, and Main Streets,