

# The Daily Astorian

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ASTORIA, OREGON, WEDNESDAY, MAY 14, 1884.

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## THE STATE OF FLORIDA WRECK.

QUEBEC, May 12.—The bark *Theresa* with the remainder of the survivors of the *State of Florida*, arrived today and was taken in charge. The agent of the steamer refused to talk of the accident. Officer Thompson is much depressed.

The seamen are less reticent than the officers, but are unable to throw any light upon the cause of the disaster, having been absent when the vessels collided. They say they had small accommodations and sparse rations. Those saved from the *Pomona* are Captain Heyburn, Angela Ross and Thomas Nicholson. The names of the lost of the *Pomona* are not known.

The *Pomona* was in ballast from Liverpool for Miramichi. The sailors of the *State of Florida* are secured by the agent, and kept away from newspaper men. One sailor of the bark perished from exposure in the boat. Captain Heyburn lost everything. Nicholson, on the lookout at the time of the collision, ascribes the fault of the disaster to the steamer.

All speak favorably of Officer Allen and agree that the *City of Rome* refused assistance. She was so near that it was impossible not to have seen or understood the signals. All corroborate the bravery of engineers Bain and Anderson, and testify to the activity of the second officer of the *State of Florida*, who was lost.

## A STATEMENT.

NEW YORK, May 12.—Captain Munroe, of the steamer *City of Rome*, stated that April 23, while passing six sailing vessels, almost becalmed within two or three miles of each other, a full rigged ship was observed two or three miles distant, displaying signals indicating she was a shipwrecked crew of the *State*, but no urgency signal was displayed, or if displayed was not seen, nor was the name or nationality of the ship given. Had a signal of distress or urgency been seen it would have had immediate attention. As the day was calm, the signal dropping, it was difficult to make out, but it would have been easy for the vessel to put out a boat, which could have intercepted the *City of Rome*. Not until after arriving at Liverpool, and hearing that a State line steamer was overdue, did the incident become connected in my mind with the indistinct signal, when I at once reported my conjecture. I certainly would have the best man to me, the *City of Rome* every seaman to render assistance to any one in distress at sea, having on more than one occasion been indebted to others for the preservation of my own life.

## Preparing for Extensive Salmon Shipments.

The Northern Pacific Refrigerator Car company have just completed eight cars specially designed for carrying Columbia river salmon east.

H. N. Molloy, a man of fifteen years' experience in the shipment of fish, is permanent agent for the company here. All the cars are fitted with the Westinghouse air brake, Miller platform, etc., so that they can be attached to regular passenger trains. A special messenger goes with every car to see that the supply of ice is kept up, and the atmosphere of the car kept steadily at 20 degrees. None of the shipments made by express in boxes during the past two months have been profitable, for the reason that transportation charges are too high to allow a margin of profit. The result of the carload shipped last Friday from Celilo is therefore awaited with interest. Cost of the fish aboard, freight charges by the carload about seven cents. Retailed at twenty cents, the salmon will yield enough profit to justify future shipments.

Mr. Molloy showed an Oregonian reporter a letter from E. G. Blackford, the great Fulton Market fish merchant, in which he stated that the first five boxes shipped from Portland were received in absolutely perfect order, being bright, clean and handsome, and that the process of packing could not be improved. In cooled lots the salmon are packed in boxes in single layers, with crushed ice under and over them. One hundred boxes constitute a carload, each box containing six or seven, according to size. Entrails and gills are removed by a patent machine, and the skin is unbroken. The cars are attached to passenger trains as far as St. Paul; thence by fast freight to New York; but the refrigerator car company are making arrangements to send them on passenger schedule from St. Paul to New York, reducing the time from Portland to seven days instead of nine days as at present. Salmon will be shipped from Celilo, where they are taken with fish nets; from the Dalles and the Cascades, where they are taken in wheels, and from the lower Columbia. Mr. Molloy says that New York is the only city that can dispose of a carload of salmon in one day, but parts of it go to Boston, Philadelphia, Baltimore, and Washington. In Chicago the lake fish come in such strong competition that the Columbia river salmon cannot be sold profitably. Another carload will be despatched to New York in a few days.—Oregonian.

John Myers did make one strong point in his speech here, and a very telling point, he fellow citizen: "Why," he asked, in a full-faced wood type tone of voice, and with fire glinting and flashing from his cold, steel gray eyes, "why did Binger Hermann, representative, refuse to meet me on the stump?" That was a point well taken and bound to have its weight in the campaign, when it is well known that Mr. Myers' appointments were made but he was out on the campaign. Mr. Hermann was nominated.—Pendleton Tribune.

What is it that you need? A well known and long established grocery store on the principal street in the city, with a good cash trade, and constantly increasing. Location desirable on application at this office. This is a rare chance.

## The "Cow Counties."

The *Sunday Welcome*, in its criticism of the action of the Republican state convention in making the nominations of the "cow counties" controlled affairs and left Portland "out in the cold" regarding candidates. It by the derisive term "cow counties," we are to understand that large section of country outside of Portland (and we believe there is a considerable portion of the area of Oregon not included in Multnomah county), we can see no reason why they should not have managed the nominations of the Republican convention, as they represent the industrial interests of the northwest.

For many years the metropolis has appeared to array herself in direct antagonism to matters of great importance in which the sections south and east are directly interested. We believe, for her own aggrandisement and the improvement of the Columbia and Willamette rivers upon which she is dependent for an outlet to the sea, she has worked against other internal improvements southern and eastern Oregon greatly desire. Her leading journal has times without number decried the prosecution of work at the locks and has denominated their construction a useless expenditure of the public money. Our people believe that, because of her influence at the national capital through representatives in congress who are subservient to her interests, this work has been retarded. In the matter of the forfeiture of the unearned land grants, her board of trade passed resolutions declaring it to be the desire of the people of the northwest that the Northern Pacific company should retain all the land granted to them, conditionally, by act of congress, especially making it appear that that portion from Wallula to Portland was necessary for the construction of a road through that section (which the company never intended to build) a foot of road, and the O. R. & N. C. had one in running operation for many years. All these acts on the part of Portland have demonstrated clearly to the minds of our people that we can expect no help from her for any projected enterprise and that all congressional representation from that city will be inimical to the interests of southern Oregon. The grievances of southern Oregon are not as clearly marked. Whatever they may be they are sufficient to make that section wheel into line with the country east of the Cascades to detest Portland from holding the despotic sway over the rest of Oregon.—Dalles Times-Mountain.

## Color of the Campaign.

Four years ago, when the presidential campaign opened with Garfield and Hancock as the nominees of the respective parties, there was a prospect of a better tone in politics. The canvass was to be elevated above the mire and mud of former contests. But that prospect did not last but a few weeks. Later in the season partisan rancor and bitterness broke out with greater virulence than ever. Garfield especially was the target for abuse. His public record was overhauled and charges of corruption were freely made. A forged letter was brought out later in the season as the culmination of a conspiracy to defeat him by foul means, since he could not be defeated by fair means. Rarely has any candidate been through such a scathing fire of destruction and come out so clean. Hancock suffered less. He had no civil record. His military record was very good. He had no very strong points to assail, and no very weak ones. The presidential canvass in this country is not much above the level of political debauch. There are already signs that the old evils will break out again, and with the old virulence. Blaine's prospects for a nomination by the republican party being better just now than those of any other candidate, he is drawing the fire of all the political malignants. The democratic candidates are not yet under fire because they are not, up to this date, in the field of vision. Of course, when candidates enter the field for the highest offices in the gift of the people they challenge criticism as to their qualifications, including their public record. The indecent thing in our politics is construed to mean all sorts of assaults, including the most ingenious falsehoods which can be invented. Blaine under fire, before it is certain that he will secure the nomination, is an indication of the color of the approaching canvass.

## The nominee for judge of this district.

Hon. F. J. Taylor, of Astoria, is a lawyer of the very best standing at home, has been in practice eleven years, is an Oregon boy, and about thirty-six years old. We believe that no other choice so good could have been made in the district without taking a much older lawyer.—Oregon City Enterprise.

## Nothing Like It.

Mr. J. B. Flynn, 876 Sixth Avenue, New York, was cured, he says, of rheumatism, of long standing by the use of St. Jacobs Oil, the great pain-cure. For scalds, bruises, cuts, etc., he thinks it has no equal.

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