

The Daily Morning Astorian.

VOL. XXI, NO. 53.

ASTORIA, OREGON, SATURDAY, JUNE 7, 1884.

PRICE, FIVE CENTS.

OREGON FRESH SALMON.

Oregon salmon, taken from the lower Columbia or from any of the streams that flow into the Pacific north of Point Orford, have for generations been the best fish of the variety in the world, with the single exception of the King salmon of the Yukon and other rivers of Alaska. In size those caught in the fisheries of the estuary of the Columbia will average about twenty pounds each, and it is not at all uncommon to take them of thirty-five or forty pounds. We have personally seen many of that weight taken in sight of Astoria. The Oregon salmon caught in the height of the season, which runs from the 20th of April to the 1st of July, is over laid by a stratum of black fat from a quarter to a half inch thick, and the red meat under this surface of fat is as solid as beef. In the first efforts to utilize these fish for commerce they were either salted down in brine and barreled, or salted dry and smoked. Preparatory to the final curing they had to be packed down for a day or two in salt water till the excess of oily substance should rise and be skimmed off, after which they were packed in casks and resalted for export. The expense of this method was found to eat away about all the profits, and for a good many years past the canning process has been followed to a better advantage.

The canning of Oregon salmon has become a staple industry on the Columbia. It employs some millions in capital and thousands of laborers, engaged as fishers, canners and packers. Its annual products are next to the wheat crop of that state in value. But it has been long known that, with cheap and rapid facilities for transportation, the most profitable disposition that can be made of the Columbia river salmon would be to ship it in the unsalted state to the eastern markets. The first experiment on a considerable scale in this business was just being commenced. One full regester carload was landed by way of the Northern Pacific railroad, at New York, on the 19th of this month. The fish, we are told, were packed in boxes, which were surrounded by crushed ice, to keep the temperature of the car at the freezing point, and from 10 to 12 degrees below, though freezing point would suffice as well as any degree below it. The car contained 100 boxes, each box having from 6 to 7, according to the size of the fish. If we assume 6 1/2 as the average, the car contained 650 salmon; and if we average them at 20 pounds each, there was an aggregate of 13,000 pounds of salmon, or 65 net tons. As the average carload is 10 tons, it follows that the ice must have weighed 3 1/2 tons, or 25 per cent of the cargo, against 65 per cent of fish. For every 100 pounds of freight charged by the railroad against the shipper, he had 65 pounds of salmon and 35 pounds of ice, delivered at the cars at Portland, 5 cents per pound, the freight charge was 7 cents, boxes and ice included, and the shipper had to pay in addition the fare and wages of one person in attendance to regulate the temperature of the car by replenishing the melting ice. The fish retailed in New York at 20 cents per pound, leaving a profit of 8 cents per pound, minus the cost of the person who attended to the car. The profit on the whole carload of 12,000 pounds was \$1,040. Deduct the wages and fare of the attendant, say \$240 fare for the round trip and \$50 for wages, or \$290 in all, and we have a net profit for the shipper of \$750. His investment was a cost of 13,000 pounds of fish, at 5 cents per pound, \$650, cost of 100 boxes, at 50 cents each, \$50; cost of ice, say 5,000 pounds, at 1 cent per pound, \$50; cost of attendant's fare, prepaid to New York, \$120, or a total of \$850. The profit on this is \$750, or about 88 per cent.

And so the experiment demonstrates that the new business will pay better than the old methods of disposing of the Oregon salmon. There is an unlimited market, and we may be sure that the first price will be well maintained as long as beef and mutton averages as high as they do now in New York. For, apart from the question of luxury, these fish, pound for pound, contains as much substance as beef mutton, and to use a homely phrase, "will go as far in the family." Eight cars have been fitted out for the business, and after it becomes thoroughly organized and perfected in its details a good deal may be saved in the cost of transportation. Moreover, it will be as easy to land the fish in prime condition at London or Liverpool as at New York, for the only requisite is to keep them frozen from first to last, and such salmon from London will be worth a good deal more than 20 or 25 cents per pound, when salmon from the friths of Scotland readily sell for 50 cents to \$1 a pound in that market.—San Francisco Chronicle.

Tom Marshall on the Yankee.

The late Tom Marshall of Kentucky was once making one of his brilliant speeches to a mass meeting of the southern people that had been entertained for hours by the repetition of the claim that northern men were poor-spirited traders, and so cowardly that one southern gentleman was able to thrash five Yankees. He said: "These eloquent friends of mine are laboring under a grave delusion in asserting that Yankees are more cowardly and less willing to fight than their southern brethren. This is not the fact, and you will see it when I tell you that they have more to fight for than we have. They have property, which we through our ignorance, indifference and laziness have failed to accumulate. It is a law of our nature that our courage to defend is in proportion to the value of what we have to defend. Who among you here does not rank honor above life? Now the same American nature is to be found in Yankee land that exists in south land. We are all one family; but the Yankee adds to his sum of honor beautiful homes, wide possessions, great enterprises, and above all, cul-

ture to appreciate his ownings. Won't he fight for these? My gallant friend, sitting on his blood-stained coat there, who spoke before me, shakes his head in the negative. Well, let my gallant friend go with me to Cape Cod, for example. I will show him a long, lanky, bronzed and grizzled man idling by a hoghead of whale oil. That man is a Yankee sailor, with hands as hard as the harpoon he handles. He is home from a cruise of three years in the northern seas—a cruise fraught with peril that tries not for once but for every minute of its existence the highest courage, the coolest self-possession; for he sails in seas guarded by the messengers sent down by King Death himself, who sits enthroned at the North Pole, guarded by the gathered winters of a thousand years, and saved from endless night by the Aurora borealis that gleams about that awful desert of silence like sheeted ghosts of ruined worlds. This Yankee sailor must fight his way through continents of ice-fields, grinding and crushing along as mighty oceans tusses them onward. He must sail by icebergs that are floating mountains. And all these perils fade before the one that opens when, escaping them, he attacks the mighty monster of the deep—attacks him in a frail open boat, armed only with a harpoon, and conquers through the keenest skill—and this is the man too cowardly to fight a southern gentleman! We southern gentlemen can dispose of him five at a time. That is the proposition. Well, my friend, try this one. He may call the Yankee sailor a liar, a thief, a poltroon, and the fellow will laugh at him. He may even slap him in the face, and the Yankee will appeal to the law and have my gallant friend laid by the heels in jail. But let him touch that hoghead of whale oil to injure or destroy it, and it will take all my gallant friend's surviving heirs and assigns to put enough together to hold an inquest on. Let us not deceive ourselves. Should the time ever come—which God forbid—when through madness we may try conclusions with these brothers of ours, we shall have to purchase of them arms and ammunition to begin with—and coffins to end with."

Condition of the Navy.

"Commodore," said Secretary Chandler to Commodore Walker last Monday morning, "how many boats have we now in the navy?" "Four," replied the Commodore. "What kind are they?" inquired the Secretary. "We have a canoe that is being repaired; a bateau, which is also being repaired; a skiff in good condition, and a dug-out that has four holes in its bottom."

"How many guns do they carry?" continued the strong man of the cabinet.

"How many what?" repeated Commodore Walker.

"Guns," said the Secretary.

"Guns, guns—why, what are guns?" queried the officer.

"Things that are loaded and go off," replied Mr. Chandler.

"Well, Mr. Secretary," said Commodore Walker with a puzzled expression, "the only things I know of in the navy that get loaded and go off are the officers." Secretary Chandler discontinued the conversation.—Washington Hatchet.

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J. E. THOMAS, DRUGGIST AND PHARMACIST, ASTORIA, OREGON.
HOMOEOPATHIC REMEDIES.
Prescriptions carefully compounded Day or Night.

FOR FINEST GROCERIES,
—GO TO—
FOARD & STOKES.
A FULL LINE OF
HARDWARE
AND
SHIP CHANDLERY.
—A—
NEW SLIP
Just Finished in Rear of Store.

Hardware and Ship Chandlery
A. VAN DUSEN & CO.,
DEALERS IN
Hardware and Ship Chandlery,
Pure Oil, Bright Varnish,
Binacle Oil, Cotton Canvas,
Hemp Sail Twine,
Cotton Sail Twine,
Lard Oil,
Wrought Iron Spikes,
Galvanized Cut Nails,
Agricultural Implements,
Paints and Oils, Groceries, etc.

WILSON & FISHER,
SHIP CHANDLERS.
DEALERS IN
Iron, Steel, Coal, Anchors, Chains,
TAR, PITCH, OAKUM,
NAILS AND SPIKES,
Shelf Hardware, Paints and Oils
STEAM PACKING,
PROVISIONS.
FLOUR AND MILL FEED.
Agents for Salem Flouring Mills,
and Capital Flour.
FAIRBANKS STANDARD
SCALES.
All sizes, at Portland Prices, in Stock.
Corner Chenamus and Hamilton Street—
ASTORIA, OREGON.

DR. HENLEY'S DANIELSON TONIC
FOOT & HANSON,
ASTORIA SODA WORKS, Agents, Astoria, Or.

THE GREAT GERMAN REMEDY FOR PAIN.
Rheumatism, Neuralgia, Sciatica, Lumbago, BACKACHE, HEADACHE, MIGRAINE, SORE THROAT, QUINCY, SWELLING, SPRAINS, Strains, Gout, Brui- ses, FROSTBITES, BURNS, SCALDS, and all other hotly swollen and painful affections.
FIFTY CENTS A BOTTLE.
Sold by all Druggists and Dealers in Medicines in the United States.
The Charles A. Vogel Co., (Inventors, N. Y., U. S. A.)

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H. R. PARKER, Prop.
ASTORIA, OREGON.
AL. CROSBY, Day Clerk.
PHIL. BOWERS, Night Clerk.

First Class in all Respects.
FREE COACH TO THE HOUSE.

Campi Restaurant.
NEW AND WELL EQUIPPED THROUGHOUT.
L. Serra has rebuilt his establishment and is prepared to accommodate the traveling public.
A good meal furnished at any hour of the day or night.
The finest Liquors and Cigars at the bar.
Two doors west of Ike Foster's.
n28-6th LUIGI SERRA.

Figures Never Lie!
—AND—
J E F F
OF THE CHOP HOUSE

Can prove by his books that he is doing the biggest business of any
RESTAURANT
In the city, and he will guarantee to give the best meal for cash.

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RESPECTFULLY CALL THE ATTENTION of the public to the fact that the above Market will always be supplied with a FULL VARIETY AND BEST QUALITY

FRESH AND CURED MEATS!!
Which will be sold at lowest rates, wholesale and retail.
Special attention given to supplying ships.

WYATT & THOMPSON.
DEALERS IN
FRESH AND CURED MEATS,
CHOICE GROCERIES,
PROVISIONS,
Crockery and Glassware.

Mill Feed, Etc.
Pacific Market.
N. DAVICH & CO., Proprietors.
Leave Your Orders for
Fish, Game, Eggs, Butter,
VEGETABLES, ETC.

We furnish Provisions, Fresh and in Good Condition, Dress of Chickens, Vegetables, and Market Produce of all kinds in season. A Fine Stock of Family Wines, Liquors, Cigars and Tobaccos.

STAR MARKET.
WHERRY & COMPANY,
Fresh and Cured Meats,
Vegetables,
FRUITS, BUTTER, and EGGS.
OPPOSITE OCCIDENT HOTEL,
CHENAMUS Street, Astoria, Or

C. H. BAIN & CO.
DEALERS IN
Doors, Windows, Blinds, Transoms
Turning, Bracket Work.

Shop Work
A specialty, and all work guaranteed.
Oak, Ash, Bay, and Walnut lumber; Oregon and Port Orford Cedar.
All kinds of boat material on hand.
C. H. BAIN & CO.

T. G. RAWLINS,
Wholesale and Retail Dealer in
Tropical, Domestic, Green and Dried FRUITS.
NUTS, CANDIES, DRIED MEATS, ETC.
Fine Cigars and Tobacco.
Next door to L. J. Arnold's, Squemoqua St.

ASTORIA
Brewery Beer Saloon.
The Best Beer 5 cts a Glass.
Hot Lunch every Day from 10 to 12 A. M.
The best of Liquors and Cigars on hand. A deservedly popular place of social resort.
GEO. HILLER.

S. ARNDT & FERCHEN.
ASTORIA, OREGON.
The Pioneer Machine Shop
BLACKSMITH
SHOP
AND
Boiler Shop
All kinds of
ENGINE, CANNERY,
—AND—
STEAMBOAT WORK
Promptly attended to.
A specialty made of repairing
CANNERY DIES,
FOOT OF LAFAYETTE STREET.

ASTORIA IRON WORKS.
BENTON STREET, NEAR PARKER HOUSE,
ASTORIA, OREGON.
GENERAL MACHINISTS AND BOILER MAKERS.
LAND and MARINE ENGINES
Boiler Work, Steamboat Work and Cannery Work a specialty.

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Of all Descriptions made to Order at Short Notice.
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J. G. HUSTLER, Secretary,
J. W. CASP, Treasurer,
JOHN FOX, Superintendent.

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A. M. JOHNSON,
Astoria Sail Loft.
C. J. JOHNSON.

FLAGS, ETC. ETC.
10,000 BOTTLES SOLD
Great Northwestern Remedy.
TAKE IT
W. P. FINDER'S OREGON BLOOD PURIFIER.
CURES
KIDNEY & LIVER DISEASES, DYSPEPSIA, PILES, BLOTCHES AND SKIN DISEASES, HEADACHE, CONSTIPATION.
Those who work early and late see a wholeness, reliable medicine like FINDER'S Oregon Blood Purifier. As a remedy and preventative of all these it cannot be beat. It cures Rheumatism and Malaria, relieves Constipation, Dyspepsia and Biliousness and puts fresh energy into the system by making New Rich Blood. All Druggists and Dealers keep it. \$1.00 bottles 6 for \$5.00.

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Groceries, Provisions,
MILL FEED.
Glass and Plated Ware,
TROPICAL AND DOMESTIC
FRUITS AND VEGETABLES.
Together with
Wines, Liquors, Tobacco, Cigars
Carnahan & Co.
SUCCESSORS TO
I. W. CASE,
IMPORTERS AND WHOLESALE AND RETAIL DEALERS IN
GENERAL MERCHANDISE
Corner Chenamus and Cass streets,
ASTORIA, OREGON.

Magnus C. Crosby
Dealer in
HARDWARE, IRON, STEEL,
Iron Pipe and Fittings,
STOVES, TINWARE
AND
HOUSE FURNISHING GOODS
SHEET-LEAD STRIP LEAD
SHEET IRON.
Tin and Copper.

TRANSFORMATION LINES.
Oregon Railway & Navigation COMPANY.
OCEAN DIVISION
During the month of June, 1884, Ocean Steamers will sail from Portland to San Francisco, and from San Francisco to Portland, as follows: leaving Astoria on the 10th of June, at 11:30 A. M., and Spear Street Wharf, San Francisco, at 10 A. M.:
From Portland, 10th June, 11:30 A. M.
From San Francisco, 10th June, 10 A. M.
Oregon, 17th June, 11:30 A. M.
State of Cal., 17th June, 10 A. M.
Oregon, 24th June, 11:30 A. M.
State of Cal., 24th June, 10 A. M.
Oregon, 31st June, 11:30 A. M.
State of Cal., 31st June, 10 A. M.
Oregon, 7th July, 11:30 A. M.
State of Cal., 7th July, 10 A. M.
Oregon, 14th July, 11:30 A. M.
State of Cal., 14th July, 10 A. M.
Oregon, 21st July, 11:30 A. M.
State of Cal., 21st July, 10 A. M.
Oregon, 28th July, 11:30 A. M.
State of Cal., 28th July, 10 A. M.
Oregon, 4th August, 11:30 A. M.
State of Cal., 4th August, 10 A. M.
Oregon, 11th August, 11:30 A. M.
State of Cal., 11th August, 10 A. M.
Oregon, 18th August, 11:30 A. M.
State of Cal., 18th August, 10 A. M.
Oregon, 25th August, 11:30 A. M.
State of Cal., 25th August, 10 A. M.
Oregon, 1st September, 11:30 A. M.
State of Cal., 1st September, 10 A. M.
Oregon, 8th September, 11:30 A. M.
State of Cal., 8th September, 10 A. M.
Oregon, 15th September, 11:30 A. M.
State of Cal., 15th September, 10 A. M.
Oregon, 22nd September, 11:30 A. M.
State of Cal., 22nd September, 10 A. M.
Oregon, 29th September, 11:30 A. M.
State of Cal., 29th September, 10 A. M.
Oregon, 6th October, 11:30 A. M.
State of Cal., 6th October, 10 A. M.
Oregon, 13th October, 11:30 A. M.
State of Cal., 13th October, 10 A. M.
Oregon, 20th October, 11:30 A. M.
State of Cal., 20th October, 10 A. M.
Oregon, 27th October, 11:30 A. M.
State of Cal., 27th October, 10 A. M.
Oregon, 3rd November, 11:30 A. M.
State of Cal., 3rd November, 10 A. M.
Oregon, 10th November, 11:30 A. M.
State of Cal., 10th November, 10 A. M.
Oregon, 17th November, 11:30 A. M.
State of Cal., 17th November, 10 A. M.
Oregon, 24th November, 11:30 A. M.
State of Cal., 24th November, 10 A. M.
Oregon, 1st December, 11:30 A. M.
State of Cal., 1st December, 10 A. M.
Oregon, 8th December, 11:30 A. M.
State of Cal., 8th December, 10 A. M.
Oregon, 15th December, 11:30 A. M.
State of Cal., 15th December, 10 A. M.
Oregon, 22nd December, 11:30 A. M.
State of Cal., 22nd December, 10 A. M.
Oregon, 29th December, 11:30 A. M.
State of Cal., 29th December, 10 A. M.
Oregon, 5th January, 11:30 A. M.
State of Cal., 5th January, 10 A. M.
Oregon, 12th January, 11:30 A. M.
State of Cal., 12th January, 10 A. M.
Oregon, 19th January, 11:30 A. M.
State of Cal., 19th January, 10 A. M.
Oregon, 26th January, 11:30 A. M.
State of Cal., 26th January, 10 A. M.
Oregon, 2nd February, 11:30 A. M.
State of Cal., 2nd February, 10 A. M.
Oregon, 9th February, 11:30 A. M.
State of Cal., 9th February, 10 A. M.
Oregon, 16th February, 11:30 A. M.
State of Cal., 16th February, 10 A. M.
Oregon, 23rd February, 11:30 A. M.
State of Cal., 23rd February, 10 A. M.
Oregon, 1st March, 11:30 A. M.
State of Cal., 1st March, 10 A. M.
Oregon, 8th March, 11:30 A. M.
State of Cal., 8th March, 10 A. M.
Oregon, 15th March, 11:30 A. M.
State of Cal., 15th March, 10 A. M.
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State of Cal., 22nd March, 10 A. M.
Oregon, 29th March, 11:30 A. M.
State of Cal., 29th March, 10 A. M.
Oregon, 5th April, 11:30 A. M.
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Oregon, 26th April, 11:30 A. M.
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Oregon, 3rd May, 11:30 A. M.
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State of Cal., 25th October, 10 A. M.
Oregon, 1st November, 11:30 A. M.
State of Cal., 1st November, 10 A. M.
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Oregon, 27th December, 11:30 A. M.
State of Cal., 27th December, 10 A. M.
Oregon, 3rd January, 11:30 A. M.
State of Cal., 3rd January, 10 A. M.
Oregon, 10th January, 11:30 A. M.
State of Cal., 10th January, 10 A. M.
Oregon, 17th January, 11:30 A. M.
State of Cal., 17th January, 10 A. M.
Oregon, 24th January, 11:30 A. M.
State of Cal., 24th January, 10 A. M.
Oregon, 31st January, 11:30 A. M.
State of Cal., 31st January, 10 A. M.
Oregon, 7th February, 11:30 A. M.
State of Cal., 7th February, 10 A. M.
Oregon, 14th February, 11:30 A. M.
State of Cal., 14th February, 10 A. M.
Oregon, 21st February, 11:30 A. M.
State of Cal., 21st February, 10 A. M.
Oregon, 28th February, 11:30 A. M.
State of Cal., 28th February, 10 A. M.
Oregon, 6th March, 11:30 A. M.
State of Cal., 6th March, 10 A. M.
Oregon, 13th March, 11:30 A. M.
State of Cal., 13th March, 10 A. M.
Oregon, 20th March, 11:30 A. M.
State of Cal., 20th March, 10 A. M.
Oregon, 27th March, 11:30 A. M.
State of Cal., 27th March, 10 A. M.
Oregon, 3rd April, 11:30 A. M.
State of Cal., 3rd April, 10 A. M.
Oregon, 10th April, 11:30 A. M.
State of Cal., 10th April, 10 A. M.
Oregon, 17th April, 11:30 A. M.
State of Cal., 17th April, 10 A. M.
Oregon, 24th April, 11:30 A. M.
State of Cal., 24th April, 10 A. M.
Oregon, 1st May, 11:30 A. M.
State of Cal., 1st May, 10 A. M.
Oregon, 8th May, 11:30 A. M.
State of Cal., 8th May, 10 A. M.
Oregon, 15th May, 11:30 A. M.
State of Cal., 15th May, 10 A. M.
Oregon, 22nd May, 11:30 A. M.
State of Cal., 22nd May, 10 A. M.
Oregon, 29th May, 11:30 A. M.
State of Cal., 29th May, 10 A. M.
Oregon, 5th June, 11:30 A. M.
State of Cal., 5th June, 10 A. M.
Oregon, 12th June, 11:30 A. M.
State of Cal., 12th June, 10 A. M.
Oregon, 19th June, 11:30 A. M.
State of Cal., 19th June, 10 A. M.
Oregon, 26th June, 11:30 A. M.
State of Cal., 26th June, 10 A. M.
Oregon, 3rd July, 11:30 A. M.
State of Cal., 3rd July, 10 A. M.
Oregon, 10th July, 11:30 A. M.
State of Cal., 10th July, 10 A. M.
Oregon, 17th July, 11:30 A. M.
State of Cal., 17th July, 10 A. M.
Oregon, 24th