

# SALMON FEVER: RIVER'S END

*Tragedies on the Lower Columbia River  
in the 1870s, 1880s, and 1890s.*

**Articles from Astoria newspapers  
Collected by Liisa Penner**



*This picture was taken at the Union Fisherman's Dock in Astoria, Oregon in about 1910. Left to right • Salmon weights 116 lbs and 121 lbs. They were salted down in 100 lb barrels and sent to Europe on sailing ships.*

[Original picture caption.]





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*Photographs and map  
courtesy Clatsop County  
Historical Society*

*Cannery Labels from  
Frank Amato personal collection*

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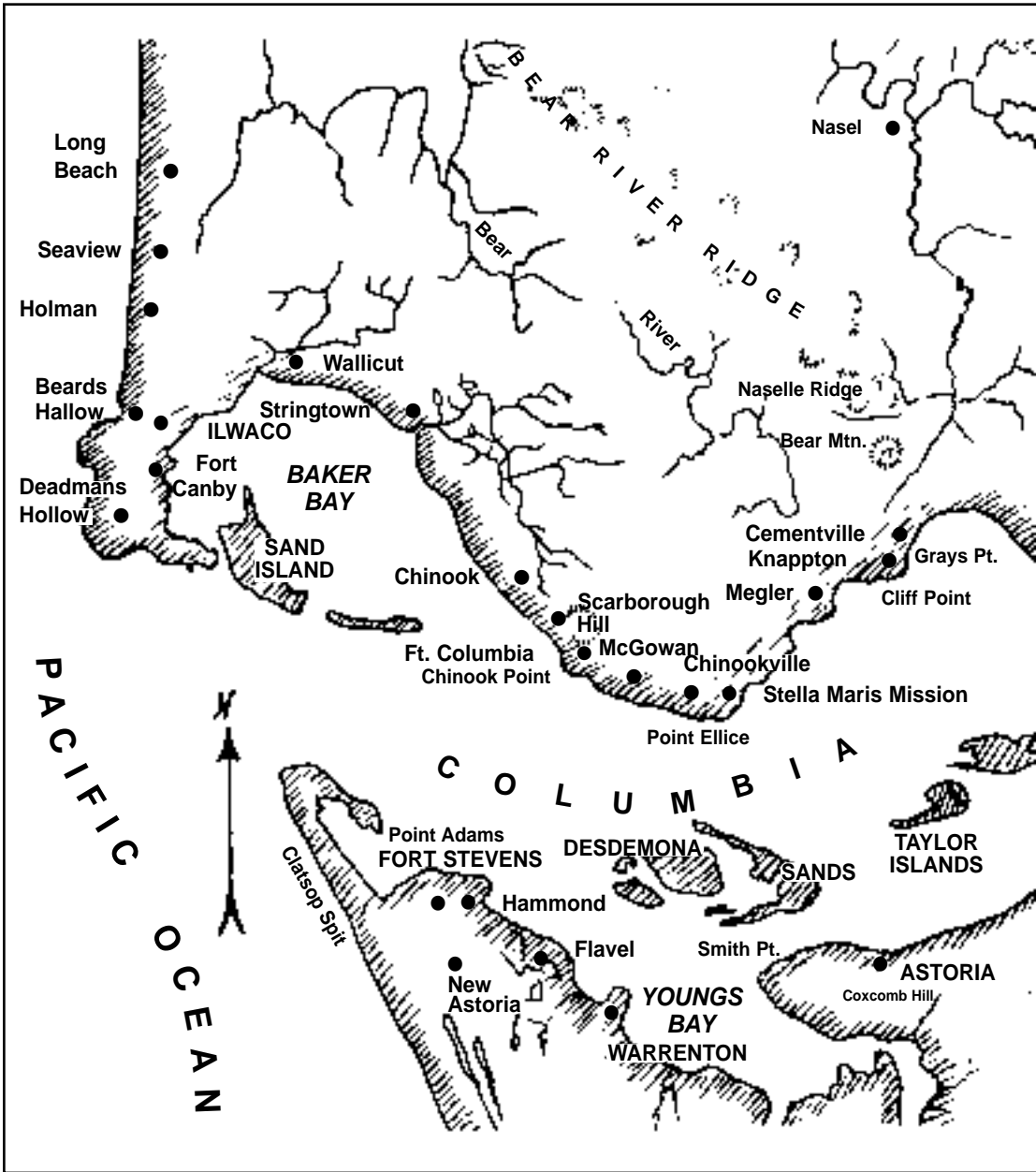
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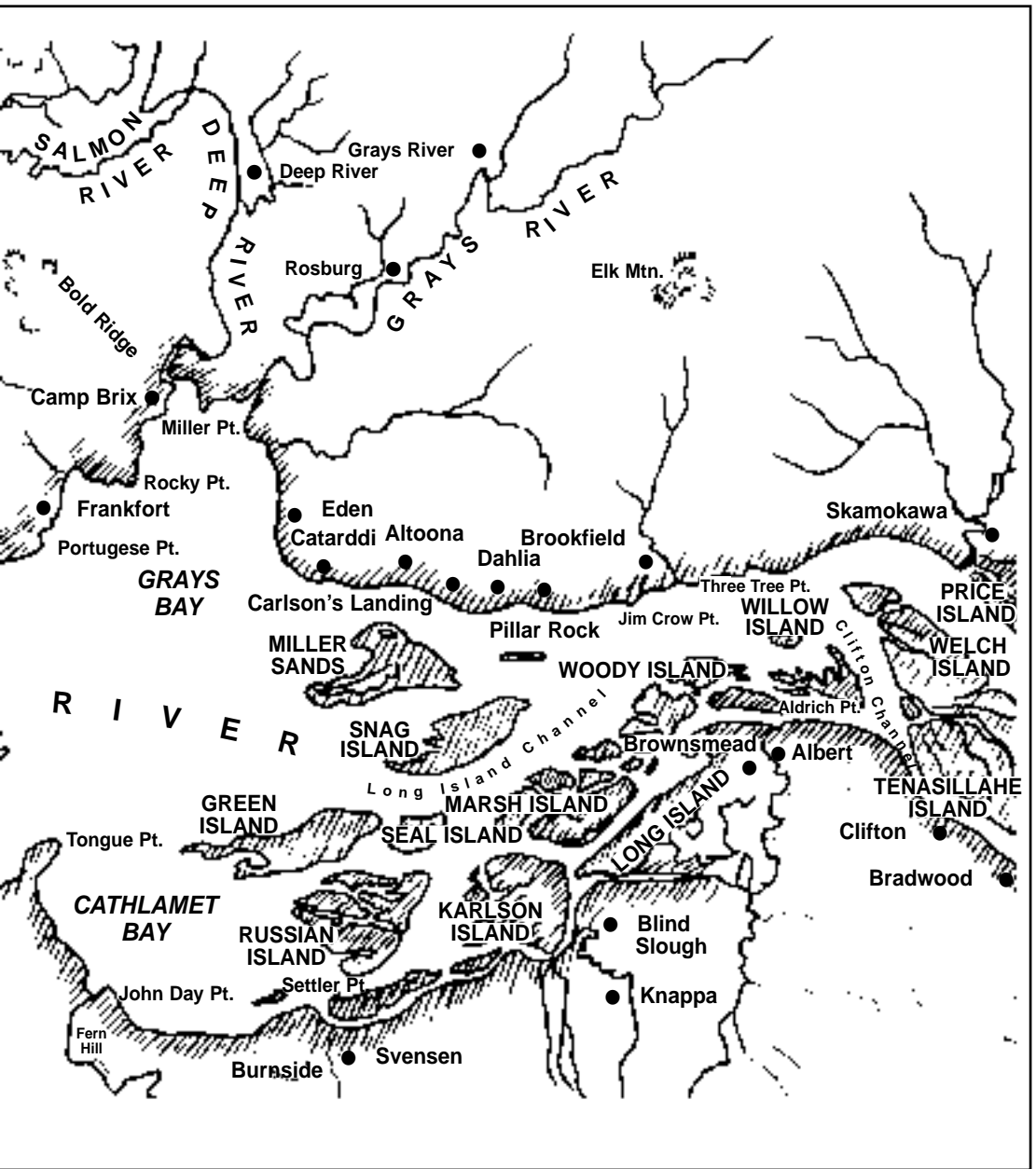
1870'S ..... 9

1880'S ..... 32

1890'S ..... 65







Durten Kampmann map based on a map by Liisa Penner.

**Map Circa 1900**

*One inch equals about two and a quarter miles.*

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The water at the mouth of the Columbia River is cold. Temperatures range from the forties in winter to the sixties in summer (Fahrenheit). For the man who falls off a boat into the water now, the experience is frightening and miserable, but help is usually soon on the way. Lightweight clothing, life jackets and flotation devices keep him buoyant while the radio on board his boat sends out distress calls to the Coast Guard who dispatch helicopters and boats to locate and pluck him out of the water.

No radios or helicopters or boats of the modern Coast Guard rescued the man who was thrown overboard in the 1800s. Few ever survived. Heavy clothing, quickly water-soaked, pulled the victims under the surface before anyone nearby could help. Some managed to float for a while, waves slapping against their faces, the cold paralyzing their limbs, their weakening cries for help going unheeded or unheard until they too sank down into the water.

How dangerous was it to work on the river in the 1870s, 1880s, and 1890s? The following articles from the Astoria newspapers reveal a past many have forgotten or may have never known. The articles that appear here are only a small portion of the total number.

## Abbreviations of the names of local newspapers

<b>ADB</b>	Astoria Daily Budget
<b>DA</b>	Daily Astorian
<b>DMA</b>	Daily Morning Astorian <i>(sometimes written as DA)</i>
<b>MA</b>	Morning Astorian
<b>TWA</b>	Tri-Weekly Astorian
<b>WA</b>	Weekly Astorian

*Articles in the DA and DMA often show up in the WA.*



# THE 1970'S

November 29, 1873

## THE COLUMBIA RIVER SALMON FISHERIES

Written for the TRI-WEEKLY ASTORIAN

WASHINGTON IRVING, in his much read *Astoria*, related the manner of taking the Salmon of the Columbia river by the natives, before the devices of civilization and science encroached upon the pristine method. At that time many Indians lived along the river subsisting mainly upon the fish, taken from its clear waters, and exchanging their surplus catches with interior tribes for hides and land game.

When the pioneers came upon the river, they secured and preserved the fish for their own use, but as the settlers became more numerous and commerce began to grow, the new comers likewise engaged in the traffic of the salmon until now the catch amounts to about one million dollars in coin per year.

The Custom-house records at Astoria show that there were shipped from the Columbia river during the year ending October 31st, 1873, the following amounts of Salmon:

To Liverpool, 3,000 cases and 200 kits;

To China, 1,500 cases and 63 barrels;

To Melbourne, Australia, 475 cases;

To Honolulu, 20 cwt, smoked, 1,512 barrels,  
267 half barrels, 30 quarter barrels, 151 kits and 77 cases;

To Port Townsend, 287 packages, and 20 kits;

To San Francisco, 68,890 cases, 7,961 packages,  
189 tierces, 2798 barrels, 1,738 half barrels, 119 quarter barrels  
and 101 kits;

Amounting in value to about \$700,000.

The quantity and manner of curing of the packages are unknown, but the cases are of canned, and the barrels, kits, etc., of pickled or salted Salmon. This statement does not include all that has been carried to sea from the river, because some of the sailing coast vessels do not report at the Custom-house. There is not included the amounts also consumed by the States and Territories bordering on the river, so that we think the number taken during the past season can safely be estimated at 500,000 of a value of \$1,000,000.

The Columbia river Salmon are said to be the best on this coast. In the waters north of here are fabulous quantities of plump fish, but they are considered less finely flavored, though few, perhaps, could distinguish them apart on the table. The fish here average twelve pounds each, net, but of the number there is no counting them. In April they enter the river, and continue to do so until August, pushing their way up stream, leaping rapids and floundering on

shoals, to the head waters of the Columbia and its tributaries.

Though many persons think the supply inexhaustible, the history of depleted rivers on the Atlantic coast, and the present scarcity of the fish in the Sacramento, admonish us to not rest too confidently in the opinion of the many, but to encourage the growth of the fish in our river. Many fish destroy themselves trying to leap the rapids on the vogue to the spawning grounds. It has been ascertained, by actual experiment, that the Salmon after entering and living for a season in the ocean, return to the same streams in which they began life. The greater, then, the number produced in any stream, the greater will be the "run" in the future fishing seasons. There should, wherever practicable, be placed fish ladders or other means by which the transit of the fish over the falls of the rapids would be facilitated. There is one place deserving of especial attention, the Wallamet falls...

The catch next year, if the "run" should be as good as the last, will reach over one million fish, and the business increasing one hundred per cent. Immense, indeed is the supply that cannot be exhausted at that rate. If there should be fish enough, the business of preserving them will continue to increase as long as the market does. The market for pickled salmon was confined, before the Continental railway, chiefly to Honolulu and home demands. The fish would not bear shipment through [long voyages], but with the completion of the railway, the market was extended, not only for pickled but also for fresh Salmon. By packing in ice the fish can be taken by the car load from the Sacramento to New York fresh, where they bring as high as one dollar per pound. It will be years before the culture of the Salmon in the Atlantic slope can limit the market there, notwithstanding the large sums of money being expended in its behalf. But preserving the fish in cans, as meats and vegetables are preserved, opened the whole world as a market. When the canning was commenced on the Columbia river five years since, it was difficult to effect sales of fish so preserved. Purchasers had to be solicited, and consumers made acquainted, with the novelty. This year, however, orders were received from Europe before the first fish could be taken, one firm having an order ahead for 15,000 cases. All the fisheries have been able to realize as fast as the Salmon could be placed on board ship, and no longer will canners have to beg of the people to taste an unknown dish.

Catching the fish on the upper Columbia was formerly done by half-naked savages, standing on the rocks or temporary scaffolding, over rapids and shoals, and spearing the fish as they appeared near the surface to leap the falls, or floundered in the rocks. On the lower Columbia, the fish were drawn ashore by rude seines. At Chinook point (opposite Astoria), the shore is a shelving bank of sand, three or four miles long, on which the fishermen were wont to haul the seines. The Anglo-Saxons soon availed themselves of this fine fishing grounds. The fish taken at this point were called "Chinook Salmon," in contradistinction to those taken at the falls and stood better in market. There not being many places along the banks of the river sufficiently sloping for the dragging of seines, another net was brought into requisition called the gill net. The meshes of this net are of such size as to admit the head of the fish sufficiently to entangle and hold it fast by the gills. The nets are about two fathoms wide with sinkers on one edge and

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small buoys on the other, which cause them to float perpendicularly when stretched in the stream. They vary in length from one hundred to three hundred fathoms. Two men with a boat attend each net. The net is extended across the channel and allowed to float down with the tide while the boat passes back and forth along the line of buoys, watching for fish and keeping the net afloat.

The fish, ascending the river, thrusts its head through the meshes of the descending net and becoming entangled, disturb the buoys over it which immediately summons the men in the boat, who coming to the spot, lift that portion of the net, strike the fish a blow on the head, cast it into their boat and drop again the net. Thus they work till the boat is full of fish or they have drifted the proper distance when they take the net into the boat and go back to the fishery. Two men will sometimes catch three hundred fish in one night. "Drifting" is generally done at night so the fish cannot see the nets, but many were caught last season during the day in cloudy weather.

Packing at first was done by the fishermen who would make their nets, boats and barrels through the Autumn and Winter and fish during the run of Salmon, salting them in large tanks till the rush was over when they would transfer their catch to barrels. With the preservation of the fish in hermetically sealed cans began a great improvement in the business. The canneries also prepare outside of the fish season, for packing, but their consumption of fish is so great and rapid that they purchase fresh fish largely in addition to what their own men take, paying from twenty-five to thirty cents per fish. This furnishes an opportunity for fishermen (strictly speaking) to ply their avocation. A boat and net, bought for three hundred dollars, or rented on shares, is all the outfit needed.

When the first canning establishment began operating on the river, the manner of preserving the fish was said to be a secret of great depth, and marvelous stories were circulated to the effect that the man who possessed the mysterious knowledge, plied his art within the closed brick walls of a boiling room, so full of heat and steam that few could live within. By some means, however, others became familiar with the mystery, or supposed they were, and another cannery started, but something was lacking, the charm did not work, fish spoiled and several thousand dollars were lost. But in time others succeeded and now there seems to be but little secrecy about it, no more than in canning peaches or tomatoes. The fish are cut into pieces corresponding to the size of the can, and packed in raw, with a little brine, when the can is partly sealed and placed into a cauldron of boiling water till the fish is cooked.

The business, particularly the canning, has increased in profit and in magnitude the past year, and next season there will be double the facilities for preserving fish judging from present preparations. Eight canning establishments were in operation this last season. Now six more are being erected and additions made to the old ones. Last season but one steam tender was owned by the fisheries, next year there will be three, two small steam boats having been recently purchased for that purpose. These boats will be used to bring the fish from the different "drifts" to the cannery and in transporting their own freight generally. Cases of canned salmon ready for market are estimated to cost five dollars each, while they sell at home for seven to eight dollars, and are now quoted in the Australian market at

sixteen dollars per case. Three of the fisheries this season put up about fifteen thousand cases each, clearing doubtless thirty thousand dollars apiece. The outlay for fixtures is chiefly for boats, nets and machinery for manufacturing the cans. Aside from what wharfing may be necessary, the buildings are cheap. A location is generally chosen where the channel approaches near the shore so as to render much wharfing unnecessary. The principal article of import used is tin which is brought in [?] and manufactured into cans at the fishery. The cases are bought ready made of our Oregon box manufactories by all the fisheries we believe, except Westport. In connection with that one is a saw mill which furnishes the lumber and makes its own boxes and barrels. The heads and trimmings of the fish were thrown away by all till the last season, when J. West of Westport utilized the heads by extracting the oil from them which proved to be a profitable experiment. It is to be hoped that more will do likewise hereafter.

Labor is generally performed by white men, though troubles incident to that kind of labor have caused one or two establishments to employ chinamen to do the indoor work. The fisheries are in isolated places where new hands cannot be secured in a moment. During the fishing season not a moment should be lost, as the fish should be preserved on the same day they are brought in. Losses have occurred by the laborers getting liquor and disqualifying themselves for labor for several days and suspending the work. Isolated locations are chosen with an eye to being removed from temptation. All the principal fisheries on the lower Columbia are within forty miles of Astoria.

An Inspector of Salmon was formerly appointed by the State, but as he could not visit the different fisheries when needed, he was obliged to trust much to the honesty of the packers, and the office was soon abolished. Now each firm puts its individual brand upon the packages sent out and stands or falls by its reputation.

A few fish are caught in traps formed of stakes driven in the bottom near shore. The principal danger encountered with the drift nets is the Seal which pursues and preys upon the Salmon. They get into the nets sometimes and being strong do more or less damage, though when captured compensate somewhat in oil for the harm done.

It might be well to mention another species of fish called the fall Salmon which enter the small creeks near the ocean in October and are much better for being dried and smoked than the spring Salmon as they have less fat. Large quantities are taken from the creek, at the Seaside House, just as they enter from the ocean. Several persons are there now engaged in salting and smoking them. With a small seine, two men drag out one and two hundred fine fish at each haul.

*May 7, 1874 WA*

WA Newspaper

## **THE SALMON FISHERIES.**

**Upper Astoria, Oregon**

Large parties of visitors, from this city, have been to the upper-town cannery during the past week, and all express themselves well paid for the time spent in observing the workings of this new productive establishment, which is now in

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full operation. Over five hundred fish were brought in last Monday morning by the fishing fleet, and the operatives were in their busiest mood all that day. The process was watched that day by numerous visitors with interest, from the beginning, where the fish is first cleaned and washed, until it passes through the many hands and different processes and is finally put into the cans for shipment.

Construction on the upper-town cannery was commenced on last Christmas day. The firm is known as Badollet & Co., and is composed of five of the active business men of Astoria, viz: John Hobson, Geo. W. Warren, J. Badollet, H.S. Aiken and C. Leinenweber. Mr. Leinenweber is manager of the business affairs of the company. Mr. S.T. McKean is Secretary, J.T. Davis Superintendent of the baths, and W. Davis jr. Superintendent of the shops. The buildings are constructed over the bay with the exception of the main boarding house, and covers a space 70 by 280 feet, divided as follows: Store 20 by 40; main shop 40 by 120 two stories; tin shop 40 by 100; bath house 36 by 47, with seven large circular kettles; coal house 12 by 24, etc. The boarding-house is 20 by 40 two stories high. The buildings, together with machinery, stock on hand, and 400 tons of tin en route, cost \$100,000. Sixty-two men are employed besides ten boats fishing, with 20 men. The Company expect to put up 20,000 cases of canned Salmon for export this year, the proceeds of which will amount to the snug little sum of from \$140,000 to \$160,000, all the expense of making which entails the disbursement of a handsome sum of money every month. The first shipment of a 1,000 cases goes out by the steamer this week. For water, and general convenience, the premises are very well situated, equal to the best on the river. With the receipt of Salmon in greater quantities the company are prepared to more than double their present working force.

### **BROOKFIELD, W.T.**

This is the first Cannery above Astoria, located in a delightful spot on the territory side of the river, near the point known as Jim Crow. The proprietors are Joseph and A.J. Megler, Thomas S. Jewett, and J.S. Chambers, all of Astoria. Like the works at the upper-town, the Brookfield cannery was all built last Winter, and the present is the first season, for packing. The brand bears the firm name of Megler & Jewett.

Considering the time in which Megler & Jewett have been at work, (not to exceed six months), they have done something remarkable. The dock is 50 by 150 feet in size, with a T 34 by 150 feet, all covered in, and suitable for the largest sized vessels to lie along side. The buildings, machinery and stock, at the present time, amount to more than \$60,000. The main shop is 40 by 160 feet in size, Wash-house, Bath-house, and Coal-house, 14 by 50; Mess-house, two stories, 24 by 40; Store 25 by 50, and numerous smaller buildings, comprise the working portion of the premises. The bath room is supplied with nine large square kettles, with a capacity for boiling 5,000 cans of fish at one bath. With the force of hands at present employed 10,000 cans can be manufactured daily, and the firm are prepared to put up, this season, 20,000 cases of four dozen one pound cans for export. They have 16 boats fishing, each carrying two men, besides 70 hands employed about the cannery in various capacities.

The location of the Brookfield works could not be improved. The site is a handsome one, commanding a view of the bay and river for miles up and down and the work already done on the grounds, shows it to be susceptible of a high state of cultivation. The residence grounds of Joseph and A.J. Megler, adjacent to the works, are handsomely laid off and appear very attractive.

Brookfield has only been a post office a few weeks, yet THE ASTORIAN reaches 24 bona fide subscribers at that place, all new this week with the exception of four, showing that it is a reading community. When the season for putting up Salmon closes, we understand that Megler & Jewett propose putting up green peas, fruit, etc., and to try the experiment of condensing milk for export. Here will be a fine opening for the agriculturist to dispose of his surplus products, and for some enterprising man to turn his attention to the production of milk for condensing.

*May 14, 1874*

## **A VISIT TO THE FISHERIES.**

Last Thursday we gave a brief account of two canneries on the Columbia river, Astoria and Brookfield, since which time by invitation of Mr. Vin Cook, of the Clifton works, we have spent two days on the river, calling at every one of the canneries, except the Rainier establishment of R.D. Hume; and at some five of the packing establishments, where fish are put up in barrels, when there is a plentiful run and the canneries are stocked with Salmon.

## **THE CLIFTON CANNERY**

Is a new establishment, constructed during the past winter by the Oregon Packing Company, E.E. Morgan's Sons, Agents, James W. and Vin. Cook proprietors. Before "a lick was struck" in the commencement of the Clifton cannery last fall, the site of that now busy place was only marked by a land slide which must have occurred at least half a century ago, forming a level plateau at the base of a precipitous mountain, giving the energetic proprietors an opportunity to branch out and cause the spot not only to blossom as the rose, but become a stirring factory for the employment of capital and numerous men in lucrative business. Clifton can boast of a cannery second to none on the river, in point of convenience, and the general details of water supply, fuel, and the facilities for shipping. The main buildings are commenced upon the wharf along the ship channel. The wharf is 150 feet front, by 100 feet depth; the tin shops are in the second stories of the filling and packing houses, each 50 by 100 feet in size with a covered arcade 100 feet square between, for salting, storing, etc., while the bath room, containing 18 kettles and three double furnaces, extends across the entire rear from the filling room, where the cans are prepared for the boilers to the packing room, where they receive the varnish and labels and go into the cases and out to the steamer or vessel for shipment. Twelve thousand five hundred pounds of fish can be placed into bath (boiling) at one time at this establishment, and the company are prepared to put up to 30,000 cases, of four dozen pound cans, the present season. They have a capital of not less than \$100,000 invested in the business at Clifton, in buildings, machinery and stock, and at present give

employment to 70 men on the premises, besides 34 fishermen.

## **THE CATCHING PROCESS.**

About five o'clock a.m. Friday, after having spent a good agreeable time with Vin and his cheerful family, the day and evening previous, as we were about bidding Clifton good bye, and stood together on the dock waiting for Captain West's steamer *Carrie*, which was to convey us to Falkinburg's, the fisherman's central depot for the Woody Island "drift," we remarked to our friend that the canning process, if minutely described would be an entertaining item for perusal, and queried: "What is the first thing to be done," "The first item is to get the fish!" and with that remark we stepped on board the little steamer *Carrie* and were away for new scenes, Capt. John West of Westport, and Robert Watson of Manhattan, were on board, and like Mr. Cook, each were on a mission to solve the problem intimated by the reply to our question of the first thing to be done. Here were three candidates—for fish; and to them it was a matter of more moment than the affair of any three candidates for Congress, Governor, or Secretary of State, canvassing for votes. The question of Salmon was the one then under consideration, and the number of the catch was to decide the value thereof, and the prospects of the trade. Arriving at Falkinburg's we met the fleet of fishing craft, and soon transferred the contents to the steamer. Captain West was elected that morning by a plurality—of fish; but the aggregate count was less by considerable, than for the same period last year. It is a fact that the number and capacity of the canneries has this season doubled over that of 1873, and perhaps there is this year three nets in the river to one last year.—but it is nevertheless a fact that with all the extra preparations to receive and entertain the elegant fish, Messrs Salmon fail to appreciate such effort and do not come to time. The books of John West & Co. show that for the first twenty-five days of the last year, with but 10 boats fishing, his daily average was 412 Salmon. For a corresponding period this season with 21 boats (more than doubled), the daily average has been 355 Salmon. Any person conversant with figures can see from this showing what the condition of the market is likely to become. We will only venture one opinion, at present; that is that the river is now supplied with all the canning establishments that the run will warrant, and that those who have discouraged parties from contracting for round lots on the expectation that fish would be cheaper, in consequence of the increased preparations for putting them up, will find themselves mistaken. There are thirteen canneries now on the river, with an average capital of \$65,000 each—an aggregate of not less than \$845,000—to say nothing of boats and nets, employed in the fishing business this year, within 67 miles of Astoria, calling for from 2,000 to 2,500 men, and yet, up to this date none but the fishermen are busy to exceed half time. These are the facts, and they speak for legislation to protect the Salmon, which we have hitherto advocated, and will in due time refer to again.

## **A FISHING OUTFIT**

Consists of a good net from 125 to 175 fathoms in length, and 14 to 20 feet



in depth, buoyed and leaded for drifting, with meshes of 8 to 8 1/4 inches; 2d, a good boat, 24 feet long, sharp at both ends, with two sets of oars and a sail; 3d, coffee pot and grub pail; 4th, water proof clothing. With this outfit two men start fishing, usually about five o'clock p.m., and continue for 12 to 15 hours. There is constant exposure, and no small risk, in this part of the business, but the fisherman throws his net into the stream hopefully, watches it patiently, and works with it energetically, whenever a fish becomes entangled in the meshes, or an ugly snag, or seal, sturgeon, or sea-lion interferes with the ordinary course. There is no time to idle away in a fishing boat; and the drift of a fisherman's life is not altogether lovely. Five steamers are employed exclusively by canneries, picking up fish and jobbing from place to place. The *Otter*, Capt. Fisher, is under charter to G.W. and Wm. Hume, the *Carrie* is for John West & Co., Watson Bros & Co., and J.W. and V. Cook, the *Jane West* is for Joseph Hume, the *Oneatta* for R.D. Hume, and the *St. Patrick* for Hapgood & Company. After the fish are brought in and counted, the net is to be looked after, then the little boat crews take refreshments and sleep till evening again, leaving the canneries in full operation;

## WORKING UP THE FISH

Is the most interesting portion—next to receiving the coin, perhaps it is the pleasantest part of the work to proprietors. To one side of the establishment there is a receptacle where the fish are taken. The first man to "lay hold of" a Salmon there is the dresser—and he lays on hands with a vengeance, trimming fins, heads, entrails and tails, as he goes along at the rate of 1,000 to 1,500 fish daily, which passes thro' a series of tubs at each of which the fish is washed, scraped and scrubbed, until it reaches the cutter. One turn of the knife cuts the Salmon into four inch pieces, and the next grade brings it to a junction with the cans on a straight line for the bath-rooms. Filling, topping, soldering done, into the bath with 3,200 other cans goes the one we had our eye on. After a time out they come, the air vent is opened, the can again sealed, into a hotter bath it goes for another spell, then out again and into the lye bath, then the shower bath, next to the packing room, and away to its destination. Were fish plentiful, a set of hands would be employed to each separate department, but as it is now one set can more than keep ahead of the supply of fish at each cannery. The following establishments were visited by us on Friday last:

Astoria, Oregon .....	Badollet & Co
Brookfield, W.T .....	Megler & Jewett
Glen Ella, W.T .....	J. L. Hepburn
Bay View, W.T .....	R. D. Hume
Clifton, W.T .....	W. & V. Cook
Manhattan, Oregon .....	Watson Bros & Co.
Cathlamet, W.T .....	Warren & Co.
Westport, Oregon .....	John West & Co.
Waterford, W.T .....	Hapgood & Co.

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Eureka, W.T ..... Joseph Hume  
Eagle Cliff, W.T ..... Geo. W. Hume  
“ ” ..... William Hume

R.D. Hume has an establishment at Rainier in connection with the one at Bay View, making thirteen canneries on the river. The process of canning fish is very much the same at each one. At some of the places visited we had but a few moments to spare in making observations, and only for the kindness of Capt. Fisher, of the steamer *Otter*, who picked us up at Clifton, on the return from Falkinburg's and stopped for us at various points, making special landings, and in various ways accommodating us (all of which is duly appreciated). We should not have been able to get around, even hurriedly, in one day. We found the managers and employes at each and every point, so far as we were able to observe, obliging gentlemen who seemed willing to make us acquainted with all the facts of the business, and without wishing to trespass upon their valuable time, or make impertinent inquiries respecting minutia, we may have been somewhat reserved, and still our wishes were anticipated, and we returned at night with a fund of information on the subject not otherwise readily acquired. Jointly, if the fish can be obtained, the Columbia river canneries could this year put up, (as they have the preparations for doing so), 300,000 cases, containing 14,400,000 cans, of one pound each, valued at \$2,100,000. To produce which they pay \$1,000,000 for tin and manufacturing cans, boxes, etc., and distribute \$525,000 among the fishermen for fish, \$26,000 for incidental expenses, leaving a balance of \$18,231 to each, net profits for the season. We say this might be done could they get the fish, but just will be—none can tell.

### THE MARKET FOR FISH

Has hitherto been confined to foreign trade, so far as the Columbia river is concerned, but the business at present discloses the fact that America furnishes a market for much more than the supply. St. Louis, Chicago, Memphis and New Orleans are already here with orders in advance of the fish, and from what we have seen there is every reason to predict that the city of New York would call upon the Columbia river for every case before another season, so that our canneries may be certain of realizing by increased prices, a portion at least of any losses they may sustain by reason of a short supply.

### THE MATTER OF MEN.

At nearly every cannery on the Columbia river, the chief reliance for help seems to be based upon the Chinese, and the fellows appear to ply their several vocations skillfully, with limited instruction. Mr. Wm. Hume employs no celestials [Chinese] in any capacity, and appears to be qualified with a proper understanding of human nature to judge of the merits of a man on short trial, a rare qualification, it must be admitted, and as a consequence he has an energetic set of men about him. The matter of labor has been one of serious consideration in this business. The season is a short one, a great many men have

to be employed, and in no other branch of the industries is greater system required, it must be clockwork—on, on, from the start, no going back, and to utilize the boats by making every minute count for sixty seconds, is the aim in everything about a cannery. There is no room for any drones at a Columbia river cannery—and the men generally take as much pride in that fact as the employers. In war times what a regiment could be raised from out of these men. Many of them have seen service of that character, and from the fishing fleet could be picked many a hero who would be a credit to the navy. Success attend them all—individually and collectively, is our wish. To the many whom we met on that day, so imperfectly described in this brief account of the visit—to whom we feel under obligation for favors extended, we return our thanks.

N.S. Welch came near drifting out to sea one night recently, while fishing in a fog for Salmon. He saved his net, boat, etc., and came up on the Varuna the next day.

*Apr. 30, 1874 WA*

The body of Charles Westborg, who fell overboard several weeks ago one night, when passing to the steam tug *Brenham*, was found last Sunday.

Seven men have fallen into the river at Astoria within one week. Fortunately but one of this batch was drowned.

*Feb. 26, 1876 WA*

S.W. Childs, who was reported lost last night, says “it is a mistake, and that he is good for lots of salmon yet.” During the severe blow yesterday morning from three to five o’clock, the welfare of fishermen at work in the bay was one of anxiety. One boat is known to have been lost—as it passed Chinook, the cries of the fishermen in it were to no purpose, as no boat could be launched, in the condition of the surf, as it was then, to go to the assistance of those in distress, and an empty boat, badly demolished on the beach below Chinook probably tells of disaster and loss of life. Mr. Childs’ boat and others were reported missing last evening. The hope is that all may turn up safe. Mr. C. did not go out Sunday night. Others supposed to be lost, may have remained at home also.

*May 16, 1876 DA*

We regret to hear that our friend S.W. Childs lost his boat Monday night, during the gale, on Sand Island. But in all disasters there are some grains for comfort. In this case, Mr. Childs and his boat-puller saved themselves. We hope to hear that the boat may not become a total loss.

*May 30, 1876 DA*

A private letter from Badollet & Co’s factory, dated June 7th says: We have reason to believe that Ed. Williams and Johnson, boat puller, two of our fishermen have been lost, not having been seen or heard of since Sunday evening, of which you will please make note in your paper.

*June 10, 1876 WA*

## SALMON FEVER: RIVER'S END

Hope and search has been abandoned, for Williams and Johnson, fishermen for Badollet & Co., who were lost a week ago last night. We understand that the boat came ashore north of Cape Hancock about eight miles, and the net was found south of Point Adams about six miles, just how true the statement is we are unable to say. Williams was a daring spirit, excitable, and it is presumed ventured so near to the bar that return was impossible. He formerly boarded at Mrs. Daggetts. Johnson was formerly a deck hand on the *Beaver*. We do not know that either have any kinsfolk in this country.

*June 17, 1876 WA*

*Sophie Daggett's boarding house was on the northeast corner of 11th and Franklin in Astoria where the Arlington Hotel was located later.*

Mr. C. Leinenweber returned last night from his search after Williams and Johnson, the lost fishermen. He found the sail, two oars and eighteen fathom of the net down the beach, fourteen miles south of the bar, but the men were no where to be seen, dead nor alive.

*June 18, 1876 WA*

Charley Brown, employed by the Anglo American Packing company, was the fisherman who went out to sea in company with the boat picked up by the *Forward*. He crossed the bar on the morning of Monday, May 28th, and finding himself fixed for a voyage, secured everything on board his boat, and prepared to make the best of it. He set sail for Shoalwater bay, which he reached in safety, then continued on up to the portage of Bear river, reaching there on Tuesday when he hired a farmer to pull his boat across the portage with cattle. On Wednesday he launched his boat into the Columbia again, and began fishing. He met with very good success, and was the first man to hitch on to the tow line of the tug Thursday morning with 31 fine Salmon in his boat. He was joyfully welcomed home by all, having been out three nights, and given up as lost.

*June 9, 1877 WA*

An Italian, name unknown, fishing for John A. Devlin & Co., went to sea Sunday night, May 27th, and had a very stormy time of it. He came in alive but his companion died soon after getting to sea, the first night. He struck the beach in Tillamook county, just north of the Necarney, on Monday last and by the aid of Temple and Z.N. Seeley and Jacob R. Cromwell pulled his boat upon the beach, and he is now on his way to Astoria and is expected to arrive here to-day. The poor fellow has had a very hard time. His life was spared, by the accident of having caught a sturgeon. For several days he clung to the bottom of his boat at sea turning it on the 8th day, before he reached shore. Mr. Seeley arrived here yesterday.

*June 9, 1877 WA*

Mr. Thomas Logan is the man who landed one of Badollet and Co's boats below the Seaside after being outside three days and three nights [on the ocean]. Mr. Logan's presence of mind enabled him to save his net, boat and catch (amounting to 56 salmon). The boat arrived safely at the cannery. On

Wednesday a portion of the expenses of his eventful trip was defrayed by a portion of the catch he had in his boat when he came ashore. Mr. Logan is the husband of Minnie Myrtle Miller and the dangerous voyage he made terminating so happily as it did may be the means of inspiring the muses enabling Mrs. Logan to produce something elegant on the subject.

*June 15, 1877 DA*

On Saturday night the fishermen employed in Kinney's boat *No. 19*, on taking up their net near the spar buoy off Smith's Point, found the body of a dead man entangled therein. They brought the body to town and notified acting coroner Fox of the circumstance. The body was conveyed to the engine house [fire station] and a jury summoned and an inquest held. The result of the coroner's inquest proved the body to be that of August March, a Prussian about 38 years of age, who was accidentally drowned by falling, while asleep, from a fishing boat on the evening of the eighth of June.

*June 23, 1877 WA*

## LINES.

*Written for THE ASTORIAN*

It seems in the dim, dim yore,  
Yet it is not long ago,  
Since an aged fisher drew ashore  
His boat on the sands of snow.

His locks were white, and rolled  
From his brow like the edge of the sea.  
His hands were feeble and cold,  
And dreamy and silent was he.

When he pushed his boat from the sands,  
To fish in the sullen deep,  
I laughed and clapped my hands,  
And sung myself to sleep.

Wherever the subtle moon  
Beckoned the murky tide,  
Through the deep nights inky noon,  
Where the golden salmon glide.

In a world apart from our own,  
For the shiny ones are cold;  
Without voice or whisper or moan,  
And armored in scales of gold.

He drifted in perilous ways,  
And his child the rapt night long,

## SALMON FEVER: RIVER'S END

Lay dreaming of crowns and bays  
In a world of light and song.

Now the gray tides blow and blow,  
Like shadows along the lea;  
And the sea tide rivulets flow  
On to their homes in the sea.

By the solemn moon enticed,  
The tides are murmuring yet,  
But he was called of Christ,  
And he left his boat and net.

MINNIE MYRTLE LOGAN,  
*July 28, 1877 WA*

## THE LONE GRAVE ON THE BEACH.

The tempest is wild to night,  
And high breaks the wave  
When the moon sheds its light  
On a desolate grave—  
Just above the water's reach—  
The lone grave on the beach.

Its secret, all its own,  
Lo! these many long years—  
No cold, gray stone,  
No sorrowing mourner's tears,  
To tell by eye or by word to teach,  
Who lies in the lone grave on the beach.

And e'en yet the waves may break  
And on the cold rocks resound  
In vain tempts the secret to wake,  
As the fleeting years roll round  
Till the last day's summons shall reach  
The sad, lone grave on the beach.

LAWRENCE ELLMORE.  
*Clatsop, Aug. 24, 1877.*  
*Printed in Oct. 13, 1877 DA*

## Death of Col. H.K. Stevens and Frank Fowles

Last Thursday evening between five and six o'clock, a fishing boat left Astoria for Chinook, carrying six persons.

Messrs. Fred. Woodham of this city, Henry Pierce, William Devins, Jos.

Bertrand, Col. H.K. Stevens and Frank Fowles. They had proceeded about half way across the bay when the weather began to be pretty rough, and the sail slipped out of the hands of Fowles, who was steering the boat, and in getting the sail back again, through bad steering, the boat capsized. A woman saw the boat upset from the territory shore and gave the alarm, when Eben Pietit manned a boat and immediately started for the rescue of the party, but the wind was then blowing a gale and the tide was against them, so that it was nearly three hours before the unfortunate men were reached. Fowles drowned in a few minutes after the boat upset, and Mr. Stevens hung on for about an hour, then he was drowned. This left Messrs. Pierce, Woodham, Devins and Bertrand clinging to the boat still bottom up, and in an almost exhausted condition when they were picked up and taken to Chinook. It seems a miracle that any of them were saved as the weather was very chilly, and they were in the water a long time, dashing by the fury of a rough sea against the boat almost every instant of the time. Mr. Woodham returned to Astoria on Sunday. From a letter received from Mr. Bertrand we gain the principal points of their rescue. Mr. Bertrand says that Fowles was intoxicated and would not let one of the sober men of the party touch the helm. We believe Mr. Fowles was a single man, Mr. Stevens leaves a wife and two children in this city. He was a pioneer of Chinook, but for several years past, up to very recently, has resided in Oysterville.

*August 28, 1877*

Mr John Corcoran, at one time on the police force of Astoria, and previously employed in the same capacity in Portland, lost his life by drowning in this city about two o'clock yesterday. The particulars, as near as we were able to ascertain, are that that he, with four others who had come to the city from upper Astoria to attend the workingmens jubilee and torch-light procession, continuing to "ratify" after the multitude had dispersed and became a little over-joyful, and in attempting to embark in a small boat for home, the boat upset at the landing near the corner of Water and West-sixth street, where all were thrown into the water, and Corcoran lost his life. John was his own worst enemy. With the exception of his dissipating habits he was in every way a very worthy and estimable young man.

John Corcoran's body was found and decently interred, yesterday.

*December 15, 1877 WA*

*March 23, 1878 WA*

## **COLUMBIA RIVER SALMON FISHERY**

**By Mrs. Nelly E. Megler, Brookfield, Washington Terr.**

The salmon canning establishments on the Columbia river are situated both on the Oregon and Washington territory sides, the nearest being about fifteen and the farthest sixty miles from its mouth. During the fall and winter months at these establishments, the cans and nets are made and everything got in readiness for the busy season. About the first of April the salmon begin to come into the river, but not in great numbers till the middle of that month, and sometimes not before the first of May; from that time till the first of August the

## SALMON FEVER: RIVER'S END

canneries are in operation. For fishing, gill nets are most generally used; these are made large, the usual size being 250 fathoms long, 20 feet deep, with an 8 3/8 inch mesh; the boats used are also very large and are nicely fitted up. Two men occupy each boat, one to tend the net and the other to row; the fishermen employed are always white men (so distinguished from Chinamen), many of them being Sweeds and Fins [sic]. The canneries own most of the boats and nets, which they lease to the net tender, and he hires his rower. The price paid for fish varies with the season; last year 50 cents per fish was paid. The salmon in this river are probably the largest in the world; they average from 20 to 24 pounds each, and I saw one that weighed 84 pounds, but, of course, that was something unusual.

There is generally a freshet in the river for about two weeks, during the month of June, when the fishing is done during the day, but at other times all fishing is done in the night, for the salmon are very shy and the water at other times so clear, that even by tanning the net, they detect it.

It is a pretty sight, in the early twilight of a pleasant day, to see the boats, with sails all spread, skimming along the water, on their way to the fishing grounds. Then it seems as though the fisherman's life must be a pleasant one, but when, as is more often the case, it rains—as it can only rain in Oregon—and with the nights intensely dark, the romance vanishes; and as we draw the curtain to shut out the dreariness, it is with an earnest hope that no boat will be capsized by the gale, or that in the darkness and fog, none may drift outside the bar, for the river is rapid and broad. Probably at no point where fishing is done is it less than three miles wide and in some places six or seven.

Each cannery has a steamboat which is sent out in the morning to tow the fishing boats home. These steamers will tow sometimes thirty boats at one time. By this means the boats are usually in by 9 o'clock in the morning, giving the fishermen the day for sleep, so they are able to go fishing the next night again. When the boats come in, the nets are all given to a net-tender, who examines them, mends all rents, and gets them ready for the men at night.

The fish, as they are landed on the wharf, are counted; then a Chinaman takes them, and, by quick strokes with a knife, the heads, tails and fins are dis-severed; then he splits, cleans and throws them into a large tank of salt water. Another Chinaman takes the scales, slimes and thoroughly washes them; then they are taken to a machine that cuts them in pieces to fit the cans; these are taken to the fillers, who press them in cans and salt them, each can receiving the same amount; then the tops are put in. The machine that cuts these tops punches a hole in each. Now the solderers receive the cans and solder the tops on, and also the hole in the tops. These cans are, or supposed to be air tight; they are passed through the testing tank, and if no leak is discernable they are ready for cooking. This is done in most canneries with steam. In this way they are cooked one hour; then they are taken out, a hole is punctured in them to let out the air, and immediately re-soldered. After this process, they are ready for the last cooking; this is done in steam-tight tanks. When taken from these tanks they are dipped in strong lye to take off all grease. After cooling they



are again tested and the perfect ones lacquered. When this is dry they are labeled, and when thoroughly dry are cased and ready for shipping. Most of this work is done by Chinamen, who work well, if they have a good overseer, and are very expeditious.

Before closing this article I will give a little description of the places where these establishments are situated. The canneries are invariably built over the water on piles. Back of these, on the banks of the river are clustered a few dwellings, with generally a pretty cottage, where the proprietor or foreman resides. Back of these are high bluffs, covered with evergreen trees, mostly spruce, hemlock and fir. These might rival the big trees of California, if not in diameter, in height. The mail is brought to these places daily by the boats plying between Portland and Astoria. Of course this description does not apply to the canneries situated at Astoria.

Just now I hear that Mr. E.C. Rufus, who runs Badollet & Co's boat *No. 10*, was capsized this morning. Himself and boat puller were in the water two hours before being rescued. The boat righted and net saved. It seems that the fishermen are venturing too near the bar for their own safety.

*April 19, 1878*

About 1 o'clock P.M., at high tide yesterday, one of Badollet & Co's fishing boats capsized near Scarborough hill, the fishermen clung to the bottom and were rescued by one of Watson's fishing boats. The net and boat are probably lost, as the wind was blowing a gale at the time.

*April 20, 1878*

One of Jos. Hume's fishing boats was seen returning to the cannery at Knappton about noon yesterday with only one man and part of a net. Whether the other man was lost or not we did not learn. The wind was blowing severely.

*April 20, 1878 WA*

Messrs. Badollet & Co's fishing boat *No. 12* in charge of Nicholas Devinich, capsized last night below Scarborough hill. The occupants of the boat saved themselves with difficulty. The net was picked up by Mr. John Lewis, who runs Watson Bros. boat *No. 17*, who had the meanness to demand the sum of \$100 for a few minutes work, refusing to give up the net unless paid that sum. Messrs. B. & Co. tendered him \$20, which he finally concluded to accept rather than to go to law. The boat was picked up by Mr. Peter Rosset, who had the manliness to charge nothing for the same.

*April 20, 1878 WA*

About 3 o'clock yesterday morning, a fishing boat was upset while under sail in the river near the city, the wind being very strong. The boat was picked up by two fishing boats passing about two hours afterwards, with two men setting on the bottom, and brought to the shore. The boat belonged to Wm. Hume, of Eagle Cliff, and upon righting her it was found that the night's catch, which

## SALMON FEVER: RIVER'S END

consisted of thirteen fish, and a few utensils had been lost.

*April 20, 1878 WA*

Four fishing boats are reported in a bad condition on Chinook beach, having been driven ashore in a gale night before last. The boats are badly damaged and unable to leave the beach without assistance. The nets are mostly saved, one or two were buried in the sand so deep that it required some labor to raise them.

*April 27, 1878 WA*

A fishing boat belonging to A. Booth & co. was capsized opposite the city on Sunday. The steamer *Quickstep* was lying at the wharf and was immediately dispatched to the rescue. The fishermen and net were taken on board the steamer and the boat towed to the dock, where it was righted and the men started on the way home rejoicing.

*May 4, 1878 WA*

Messrs. Devlin & Co. received a private letter last evening from Mr. P.J. McGowan, of Chinook, that a boat marked *D. & Co., No. 7*, had come ashore on the beach with the net. One of the men was found entangled in the net, lifeless, while the other is supposed to be drowned.

*May 5, 1878 WA*

Night before last and yesterday morning, the weather was quite rough for fishing in this vicinity. The *Quickstep* noticed a blue boat piled up on Chinook spit yesterday morning so high as to be beyond reach. Capt. Cousins says he could not see any men in nor about her, but that they ought to have been there safely, as the boat was right side up.

*May 18, 1878 WA*

### **Drowned on the Bar**

Mr. Martin Grain, a Swede, comparatively a stranger here, but employed by the Astoria fishery as a fisherman, lost his life on Wednesday night by a foolhardy attempt to fish on the bar, only accidentally drifting to that locality of real danger in a small fishing boat. It appears that he threw out his net on the south side of Sand island, and, drifting down past the island was caught by the breakers and the boat, which was one of the largest and best ones of the large Kinney cannery, was completely turned over end-wise, throwing both men, and every movable thing into the sea. The cries of the men were distinctly heard, and one of J.G. Megler & Co's boats near by went to their relief, saving the boat-puller, the net and the boat, but poor Martin Grain was lost. We are unable to say whether deceased leaves a family or any friends in this country.

*July 6, 1878 WA*

We are in receipt of a pass-book and a letter from P.J. McGowan of Chinook, yesterday. Mr. McGowan says: "Yesterday, July 11th, about 12

o'clock, two men in a blue boat, *No. 18*, (so the persons present say), left a drowned man in front of my place, giving no information respecting him. He was brought on shore, and after we were through fishing, we buried him. On his person was found a small silver watch, silver chain attached, common smoking pipe and tobacco, a little tin salve-box, a small pocket-knife, two pieces of pencil, and what appears to be a pass-book, which I send you for identification. The man bears evident signs of being foully dealt with.

P.J. MCGOWAN

*July 20, 1878 WA*

Herbert, a bright young child of Capt. J.H.D. Gray, met with a sad accident yesterday afternoon while playing about the dock. He was last seen about 3 o'clock, and not again until about 5 o'clock when he was noticed by some children floating in the river below the Astoria fishery, when all life had gone. How it happened no one seemed to know. He would be four years old on the 28th inst.

*Oct. 19, 1878 WA*

A fishing boat from the Fishermen's Packing company, capsized about one mile off their cannery during a severe squall yesterday. A boat was launched from Booth & Co., and manned by G. Consolini, Joe Massa, Antoine Necrean and John Leika who very gallantly pulled for the sunken boat and succeeded in rescuing both the men and boat.

*Apr. 18, 1879 WA*

We are informed that the citizens living near Ilwaco have found, and decently buried, the remains of a child, apparently two or three years of age between Ilwaco and the mouth of the Wallicut river. One of the arms was partly covered with a sleeve made of brown colored woolen goods, cut straight, trimmed with a black braid three sixteenths of an inch wide, passing twice around the cuff about one inch apart. Other portions of the body were found scattered along the beach. The remains were buried near Mr. Brown's place.

*Apr. 18, 1879 WA*

The body of a man was also picked up on the sea-beach, between the farms of Capt. Eastbrooks and L.A. Loomis. The head showed the effect of severe bruises. The feet were incased in short gum boots.

*Apr. 18, 1879 WA*

The remains of the man picked up on the weather beach have been identified as Martz, the Grays river mail carrier.

*Apr. 18, 1879 WA*

Capt. B.F. Stevens of Badollet and Co's steamer *Katata* informs us that night before last the swell was the roughest he has seen it for years near the bar. It was fearful in Bakers bay. The *Edith* lost her gang plank off the deck, and men were compelled to hold on to the life boat to keep it from going over-

board. The plank was recovered.

The body of a man was picked up on the weather beach about five miles south of Oysterville road. The body was dressed in a blue sacque coat, with dark woolen pants, woolen check shirt, gum boots and oil skin coat. He had been a man apparently 175 to 180 pounds weight, about 5' 10" high. The body seemed to have been in the water a week to ten days.

A boat and net was towed into the cape yesterday morning. The bottom was filled with water and appeared to have gone out to sea and back again. The men are missing. It is a private boat, with only the license number on it, 494, issued to Eli Ipson, painted blue.

One of Bradley and Davis boats lost a net night before last, but found it in the edge of the breakers, too far gone for rescue. Net probably lost.

Fishermen should take into account the present high stage of water in the river which makes the slack and tides very different, in the vicinity of the bar.

*May 30, 1879 DA*

## **FISHING ON THE BAR.**

Yesterday evening at sun set, the sea was calm at the bar on the Columbia, and up to the light-house. Several fishermen spread their seines along the water, between the point at the batteries and Sand island. Some time in the night a wind sprang up from the south, and the breakers set in towards the shore. Early this morning a blue fishing boat was discovered capsized, and at the rocks close to the light-house. Two boats and six men went round the point from the wharf, near the suttlers store, and brought in the boat and seine. These men reported that the two fishermen in the wrecked boat were drowned.

Soon after this it was discovered that a very long seine was in the breakers, and no boat near it. A steamer passed round to it, but it was afoul, and could not be recovered. So when the tide passes out towards noon to-day, it will take the seine into the ocean. The property belonged to two Italians who were drowned. The opinion seems to prevail amongst some of the fishermen on the bay that there are better fishing grounds west of Sand island, than higher up in the bay.

But I am assured by Captain Hewett that it is extremely dangerous to fish on these grounds. The sea may appear calm and all appearances fair, when all of a sudden a breeze may spring up, and the breakers begin to roll in towards shore, and a large wave may come in behind the boats and capsize them in a moment. In that case the men would be drowned, and the property perhaps lost. Fishermen should take warning of these facts. Breakers are rolling northward, along the west side of Sand island, at a fearful rate this morning. No marvel that the *Great Republic* broke up where she ran aground. Nothing is seen of the wreck now but the wheels and the walking beam.

Six o'clock P.M. Another seine lost to-day in the breakers, and the two passed out to sea. Part of one of them was seen this evening, a little west of McKinzie head, entangled among the rocks.

*DAVID NEWSOME. May 31, 1879 DA*

Another ship wreck occurred in this vicinity last Friday. Our late eastern correspondent, Dan J. Ingalls, swamped in Lewis and Clarke river with a cargo of hay and shingles on a schooner belonging to his neighbor Elijah Jeffers.

*June 1, 1879 DA*

Mr. Jas. W. Welch returned from the Weather beach north of Ilwaco yesterday, where he had been as N. G. of Beaver lodge of Odd Fellows, by direction of the lodge, searching for the body of Henry Lack, a member of Chemeketa lodge Salem. Mr. Welch informs us that five bodies have been washed up by the surf this year north of north-head. As a general thing the bodies are not properly buried, and he thinks that the people should club together, secure a site and be better prepared to bury the poor unfortunates whose bodies come in under such circumstances from the sea.

*June 1, 1879 DA*

### **Body Recovered.**

Mr. Thomas B. Williams, light keeper at North cove, Shoalwater bay, writes to us that on the 25th the body of a man was picked up and buried about three miles from there. His features were not recognizable. He appeared to be about five feet nine inches in height. He was dressed in linen drawers, check pants, small dark blue coat, and wore gaiters with white cotton socks. There was found in his pockets two dollars and sixty cents in silver; three assorted sleeve buttons; gold thimble; silver plated fruit pocket knife, with A.D.B. engraved on; a double hair comb and steel cork screw. "I have the above described articles in my possession. I will be glad to send the articles found on the body to relatives or friends who may identify the person by the above description."

*June 1, 1879 DA*

The boat in which Mr. Henry Lack was fishing belongs to R.D. Hume & Co. and bears the license number of 269, his own boat is in the city. He leaves a sister in Michigan. His mother lives in England. As the body has not yet been recovered, any information will be thankfully received by Beaver Lodge No. 35, I.O.O.F.

*June 1, 1879 DA*

### **OUT OF THE JAWS OF DEATH.**

Last Friday night Badollet & Co.'s No. 1 came up missing, and no trace of the men nor boat could be found until yesterday morning, when the net-tender, Mr. E.D. Marvin, and his boat-puller Lewis Larsen, arrived at the cannery. They had a very thrilling adventure. Mr. Marvin says he began taking up his net, as it didn't run to suit him in Bakers bay, and was wholly thrown off his guard by the rapidity of the current. In the net he found several large sturgeon and snags which interfered with the taking of it in, and the boat was swamped in the breakers. An accident happened that stopped his watch, which makes the hour at two minutes past 11 o'clock. They lost

## SALMON FEVER: RIVER'S END

the oars, sail, anchor etc., but managed to hold on to the net, which Mr. Marvin believes was the sole measure of saving themselves. The net acted as ballast, and at the same time was so buoyant that it enabled them to keep themselves above water. After passing through the breakers, they picked up a piece of scantling, and by hard work got the boat bailed out, then improvised a sail, and started in, from a point about fifteen miles off shore, abreast of Shoalwater bay. They came through the surf opposite the Sea-view house, and Messrs. Stout and Reed, and the family rendered them assistance, and the boat was hauled across to Ilwaco on Sunday. Mr. Marvin was warmly welcomed at the cannery. He says he has ran some desperate chances on the Frazer, upper Columbia and Colorado rivers, but this is the closest call of any. He had to cut the web out of his net finally to get a line before landing in the surf, and lost all of it in landing, but saved the boat. His steering oar was made of a piece of the flooring of the boat. He speaks in terms of highest praise of Mr. and Mrs. Stout, their daughter and Mr. Reed for kindness and attention.

*June 6, 1879 WA*

### **ANOTHER BODY FOUND.**

The body of an unknown person was found on the weather beach, Pacific county, Washington Territory, near W.D. Tylor's residence May 27th, apparently a drowned fisherman, probable age 25 or 30, full six feet tall, stout built, full face, smooth shaved, except a thin brown mustache, dark thick hair, strong front teeth, no marks of violence on the body except a flesh wound in front of right ear, new light oil coat on, new gum boots, blue blouse, three shirts, dark pants, nothing found on the body except a pocket knife, waterproof match box and a light silk handkerchief, left side pants pocket torn off; probably been drowned three or four weeks. The remains after an examination were placed in a box, and decently buried above high water mark, under direction of Andrew Olsen, justice of the peace

*June 6, 1879 WA*

Another boat, unknown, capsized in the breakers yesterday abreast of Cape Hancock. Our informant could not tell whether the men were saved or not.

*June 13, 1879 WA*

The Italian taken from a boat which went to sea on the 3d, and returned on the 6th, more dead than alive is still in the hospital at Fort Stevens. He was in Wm. Hume's No. 8 boat.

*June 13, 1879 WA*

Boat No. 22, from Cooks cannery, Clifton, attempted to save a man who was clinging to the bottom of a boat on the 5th, but were compelled to abandon the effort. It is not known who he was.

*June 13, 1879 WA*

Friday evening, about six o'clock boat *No. 569* belonging to the Astoria Packing company was struck by a sea below Sand island which completely ended the boat end over end. The net was lost but afterwards picked up by one of Watson Bros. boats. The men swam ashore on the island and were brought to the city.

*June 13, 1879 WA*

## **MAN DROWNED.**

**BAYVIEW, July 1, 1879**

We regret to inform you of the loss by drowning this morning of one of our fishermen, named Charles Hendrickson. It occurred about 5 o'clock and just off Tongue point. The boat puller, who returned with the boat, states that they were under full sail, and Hendrickson was forward changing the sail some way, when he suddenly lost his footing and fell overboard. He noticed him rise above the water but once, for a moment and he disappeared entirely. The boat being under sail, it was impossible for him to stop it in time to render assistance. The body will probably go ashore on the Washington territory side. He is said to be a Russian Finn and unmarried and if he has any relatives in this country, we are not aware of it. Please mention this fact in the Astorian.

Yours very truly,  
R.D. HUME  
per F.M. Bartholow.

*July 3, 1879 DA*