

The Daily Astorian. ASTORIA, OREGON: D. C. IRELAND, Editor. SUNDAY, APRIL 27, 1879

Steamship Matters.

We are not at liberty to publish private dispatches, nor would we abuse confidence reposed in us to that extent, concerning the negotiations and agreements of those concerned in the San Francisco, Astoria and Portland lines, but this much we are privileged to say that it is very doubtful if there will be any more opposition. And on this point we may say that we shall not feel any deep regrets for various reasons, chief of which is that ruinously low rates are not of benefit to the State, nor to the owners of the vessels. Mr. Cornwall has no doubt purchased the steamship Knickerbocker, and this new steamship State of California will be here soon; but all will share alike, should Mr. Cornwall put the Knickerbocker on, and freights and fares will very likely be as follows:

Table with 2 columns: Item, Price. Includes First Cabin (\$15.00), Second Cabin (10.00), Steerage (8.00), Freight per ton (2.50).

Bona fide immigrants will be passed at half rates, first and second cabin, or steerage, according to their choice. This will rule against the "hoodlum element" because only those who can prove themselves entitled will be passed at the half rates. With the advent of the State of California, and should the Knickerbocker come on, the line will be equipped with four or five of the best steamships afloat, the Oregon, Elder, California, etc. Mr. Villard of the Oregon Steamship line is in San Francisco, and with a party of capitalists will reach Oregon by the Elder this week. They have secured parlor and suits of rooms at a private residence in Portland, and will remain here sometime to arrange the final details of business in connection with the line. We cannot dismiss the subject without expressing the fact that Capt. Carroll has the fullest confidence of his late employers. It is rumored that the lost ship was not as seaworthy a vessel as she might have been, and by direction of the secretary of the treasury a full and extended investigation of the matter of her last certificate will be made.

Concerning Wrecks.

In very many particulars the government of this nation is weak and vacillating, but in none more so than that of the care and custody of wrecked vessels. Had the ill-fated steamer Great Republic been under the British flag, we should have been spared the infliction of anything tending to mob-law or violence at the scene of the wreck to disgrace the efforts to save the baggage of passengers, and the freight of consignees. The whole matter would have been placed under the direction of the Collector of the port. As it was, we have to view the painful spectacle enacted on Sand island, and witness the embarrassments of the officers of the ship in their emergency. Through the interference of the commander at Fort Canby, and that of the master of the revenue steamer Thomas Corwin, acts of vandalism were summarily stopped, but there was not the shadow of law in all the great statutes of this government for such interference, and here is where the shame appears. Congress should enact a law forthwith making it the duty of collectors at

all ports in the United States to take these matters in hand, that they may act in concert with boards of underwriters, to prevent the repetition of such disgraceful acts as we have seen, and endeavor to properly protect the property of citizens. Every board of trade, and merchants exchange, and chamber of commerce in the land, as well as the press of the country, should labor in the interest of securing some act from congress, necessary to bring about this much needed system. Over in England if a ship loses only so much as an anchor, the finder must return to a government officer, coast guard, collector, or otherwise; and if he fails to do so suffer the penalty.

Chinese Question in Ottawa.

The Chinese question has come up in a spirited manner in the dominion parliament at Ottawa. The discussion was spirited, and many facts were stated and opinions expressed very similar to what has been stated on this coast and by our senators and representatives in congress. Mr. DeCosmos, of Victoria, is a representative from British Columbia in the dominion parliament, and he could speak and did speak from his own knowledge and observation on this coast, as to the injurious effects upon the business of the country, and the employment and wages of the white race. Others took similar views, and advocated the passage of the motion before the house.

We wonder, says the Alta, if the people of the eastern states who have made themselves so free with our business, interests, and reputation on this Pacific coast on the Chinese question, whose journals have disgraced the name of journalism in denouncing us for our anti-Chinese opinions, will listen to the views expressed in their neighboring country's capital in regard to the Chinese question? It appears that the British have views similar to those entertained by Americans—we mean the British of the dominion of Canada. And while, on this subject, we should like to know whether President Hayes and his cabinet have done, or are doing, or are intending to do anything, in answer to the unanimous petitions, opinions and desires of the people of this whole coast. It might be well for them to remember us and our grievances.

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To the wife of P. J. Thornton, a son on the 23rd instant.

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C. W. FULTON. ATTORNEY AT LAW. OFFICE—Pages new building, Squemoque street, Astoria, Oregon.

DR. J. W. OLIVER. HOMEOPATHIST. OFFICE—In Shuster's Daguerrean building. Entrance—second door above that of the DAILY ASTORIAN, Cass street. Residence on Jefferson street, corner of Main.

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