

The Daily Astorian.

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No. 9.

Concerning Fishing Boats.

Our Washington correspondent, under date of the 24th, sends us the following from the official records of the treasury:

*Treasury Department,
State Comptroller's Office,
Washington, D. C., April 1st, 1881.*

Hon. H. F. French, Assistant Secretary of the Treasury.

Sir:—Replies to your verbal suggestions in connection with the enclosed telegram in regard to lights on the boats used at the fisheries on the Columbia river, I have the honor to present the following points for your consideration:

The business in which these boats are engaged is local, and their purpose is not voyaging up and down the river, or across the river; they are not journeying from place to place; they are not "navigating" the river in the usual and ordinary sense of the word. Hence they are not necessarily within the letter of the act. They are not within the spirit of the act because, owing to the smallness of the boats, no steamer or sailing vessel is in danger of being injured by collision with them, and because it would be detrimental to the public interest to require them to carry a light. The business does not require these boats to be "anchored" or moored in or near the channel or fairway of the river or bay."

Section 4233 of the revised statutes mentions both vessels and boats separately, recognizing a distinction between them, and imposing different and distinct obligations on each; by the ordinary rules of construction, the words "sailing vessels" in the same connection and in the following section, would not be held to include boats. Hence it is fair to conclude that the penalty prescribed in the latter section does not apply to small, open boats of the kind in question.

If, however, the failure of a boat of this kind to carry a light should be held to be a technical offense, within the letter of the statute, I think the nature of the business at the mouth of the Columbia river is such as to show that the failure could not be considered "willful negligence or fraud," and that, under section 3293 of the revised statutes, the secretary of the treasury can provide a simple and inexpensive mode of remitting the penalty, if any penalty exists. Very respectfully,

W. W. Urrico.

In transmitting the above information to THE ASTORIAN Cessoid says:

It think it safe for you to express the opinion that the secretary of the treasury will not permit any penalty to be enforced for not carrying lights on these boats. How he will avoid it is not yet settled, and I am not authorized to speak for him. But I repeat, I think you may consider it certain that no penalty will be permitted to be enforced.

Show in Northern Iowa.

Burlington Hawkeye.

A correspondent who has just made a trip up through the northern part of the state says that for sixty miles east of Sheldon there is no difference in the appearance of the country from that of mid-winter. He passed fully thirty miles of snow cuts, the walls of which in many places were way above the tops of the cars. The people of Sanborn, Hartley, Spencer, Emmetsburg, Algona, and other towns east of Sheldon have been without sugar, kerosene, and in some places even without candles, for many weeks. Until within the past few days there had not been a train through that strip of country since the 1st of January. They had just begun to get sugar, etc., as he passed through. In many places the people have been compelled to burn lumber for fuel. It is a heavy stock country, and fully two-thirds of the stock perished during the winter.

Where It's Going.

Reno Gazette.

Geo. A. King, who was one of the first promoters of the Nevada and Oregon narrow gauge railroad which is to connect Reno and Oregon, returned Wednesday. Mr. King is vice-president of the company which has the construction of the road in hand. He tells the Virginia Chronicle that everything is in readiness to rush the work along, and that nothing hereafter will be allowed to interfere. This narrow gauge road will connect with the Oregon and California railroad at Eugene city, thus forming a direct line of communication with Portland, and affording increased facilities for reaching Puget sound in Washington territory.

The prejudice in England against the importation of American cattle, inspired by British graziers, is dying out. The secretary of the British privy council recently stated to the house of commons that the great majority of American cattle landed in British ports are in excellent condition.

Clyde B. Cooke.

Self-Educated Men.

Clyde writes excellent letters from Munich, to his mother in Salem. We quote from one bearing date March 22d:

I hardly know what to write, now I have begun, but think I will tell you first about a picture that I saw to-night. The picture was a large marine view, not the conventional marine, but a terra-vete colored sea half-way up the canvas, the waves of which impressed one as being as large as life, and as wet and full of motion; they were a wonderful color, and splashed and tumbled all over the canvas. At the edge of the water the sky was a light silvery gray (the fashionable sky!) somewhat darker at the top. In the upper right hand corner was a fishing boat, so high that the sails were cut off by the top of the picture. It was going toward a little strip of land, rolling and pitching, and the water dripped off the oars in the most realistic way imaginable. In the immediate foreground was a gull, and the whole thing seemed as large as all outdoors. It had something of a Japanese effect, on account of the boat, which was boldly put on at just the right place. I want to see it again; it does one good to see such work. Thursday, I went out with Mr. Hoyuk, to a part of the town which I had never seen before and which was extremely picturesque. There were two or three short streets and a canal. On the streets the houses were mostly so low that one could touch the floor of the second story; most of them built with a gallery and stairs on the outside. The balustrades of the galleries were turned and sawed, etc., and painted green, or pink or brown; the broad shutters were green and the walls usually white, and, with the red tiles and the bright colored trimmings, they were fine bits of color. There were shrines to the Virgin and most wretched colored prints on the outside walls, under the galleries, or perhaps a string of clothes hung out to dry. We stood on a bridge which crossed the canal and looked down between the houses. On either side of it some hung over the water, and there were little foot-bridges from one house to another, and it was all very curious and jolly. We made sketches which I will send you when I have time to finish. Mr. Hoyuk told me that in summer one might see the Tyrolese coming down the river from the mountains on rafts with their stunning costumes, and there would be old women along the bank praying for them, for which the men would throw them wood from the rafts to pay them. One often sees the old women praying before the shrines and telling their beads, and I was told that they are paid for praying in the churches for business men who had not time to pray for themselves. What a saving institution that would be in America!

The King of Greece is in that unpleasant and anomalous position fitly described as between the devil and the deep sea. The ambassadors of the powers have decided that the terms of settlement of the frontier dispute proposed by the Porte is eminently fair and practicable, and the information is supplemented by a protocol, in which the alternative is presented of accepting it or incurring the displeasure, if not the actual hostility, of the governments represented in the conference. The king subjects weary of these piping times of peace will brook no interference with their manifest desire to pluck the feathers of attenuated Turkey, and threaten revolt if the terms of the porto and the conference are accepted. Upon the heels of this trouble there treads the intimation that the cabinet shares the inclination of the people, and the aspect presents the monarch as an object not undeserving of sympathy.

The Herald and Review says of the Sacramento river that the run of salmon is unprecedented, giving employment to a large number of fishermen and some dozen canneries. The quality of the salmon is very superior, "not a whit inferior to those canned upon the Columbia river." We can never admit the statement as to quality, but give it up with respect to quantity. The open fact stares us in the face that if things do not improve here bankruptcy is inevitable to many whose prospects were bright a month ago.

—A fine lot of French candies just received at Adler's.

The New School Books.

Messrs. Clapp, Stevens & Son have a full supply of text books lately adopted by the state, and which must be introduced in the public schools by or before October 1st, 1881.

The following books are offered at introductory prices, or exchange:—

Montielis Comprehensive Geography. Montielis Primary, Elementary, Written and Higher Arithmetic.

The following will be sold at introductory rates, or exchange:

Watson's Childs Speller. Watson's Youths Speller.

Montielis Easy Lessons in Popular Science. Lytes Book Keeping. Westlakes Common School Literature. CITY BOOK STORE, Astoria, Oregon.

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