

The Daily Astorian.

ASTORIA, OREGON:

FRIDAY, NOVEMBER 5, 1882

J. F. HALLORAN, Editor

(Continued from 1st page.) in the bar and below Sand island, one-half that rate; and from or below Sand island, one-quarter of the same.

Sec. 29. The compensation for piloting a vessel upon the river pilot-ground per foot draft of such vessel, between Astoria and Portland, whether ascending or descending, is three dollars; and the board is authorized to prescribe a proportionate compensation for pilots service between other points on said ground.

Every river pilot appointed and qualified under the provisions of this act, is required to render his services promptly for the compensation provided by law in piloting any vessel up or down the Columbia or Willamette rivers, when requested by the master of such vessels: and every such pilot is authorized and required to take charge of any vessel bound up or down the Columbia and Willamette rivers, above Astoria—except vessels under one hundred tons burthen—upon speaking such vessels within the pilotage grounds, and exhibiting to the master or officer in charge, his branch or warrant, if required, and the authority of such pilot to take charge of such vessel shall be deemed complete—upon the exhibition of such warrant or branch. And it is further provided that if a river pilot shall speak a vessel as herein provided, and his services shall be rejected by the master of the vessel, the pilot so speaking shall be entitled to full pilotage to be recovered of such master or vessel.

Sec. 30. The pilot who first speaks a vessel not exempt from compulsory pilotage, as provided in section 27 of this act, or duly offers his service thereto as a pilot on or without the bar pilot-ground, is entitled to pilot such vessel over the same: But the master may decline to accept such offer and may navigate his vessel over said pilot-ground without a pilot, but nevertheless he shall, if inward bound, pay to such pilot the full amount of pilotage to which such pilot would have been entitled if his offer had been accepted and the service performed accordingly; and if outward bound, one-half such amount.

Sec. 31. Between the last day of October and the 1st day of April the sum of ten dollars shall be added to the compensation allowed for piloting a vessel over the Columbia river bar, whether inward or outward bound; and when a vessel outward bound takes a pilot, and is thereafter prevented from going to sea on account of stress of weather, and the pilot remains thereon at the request of the master, such pilot shall be entitled to compensation therefor at the rate of five dollars per day, which additional compensation and per diem shall be considered and recovered as pilotage.

Sec. 32. A pilot on the bar pilot-ground must speak inward bound vessels in the order of their coming to the bar, and take the first vessel spoken that desires the service of a pilot, but in case there is a vessel in immediate danger, this rule is to be regarded as not applicable, and such vessels must be spoken and taken without regard to the order of the coming, at least until she is out of danger.

Sec. 33. A pilot who brings a vessel in over the Columbia river bar is entitled to pilot her to sea when next she leaves the river, unless in the meantime his license is suspended, revoked or withheld; but if the master or owner of such vessel desires another pilot, the board may provide for allowing him to take another from the same boat.

Sec. 34. The board must declare by rule what constitutes a speaking of a vessel, or an offer of pilot service on the bar pilot-ground, so as to entitle a pilot to pilotage in case his service is declined, as provided in section 30 of this act.

Sec. 35. A pilot who is carried to sea by a vessel under his charge as such pilot, without justifiable cause, is entitled to compensation therefor at the rate of \$150 per month during his necessary absence from his pilot-ground, for which he may sue master, owner or vessel as far as claims of pilotage.

Sec. 36. In addition to the lien of the pilot upon the vessel for

any sum due him for pilotage or offering to pilot the same, the master, owner and consignee or agent are jointly and severally liable to him therefor.

Sec. 37. A pilot who receives a license under this act must pay therefor to the secretary a fee of fifteen dollars, and for each yearly renewal thereof, a fee of ten dollars. And must once a month make to this board a statement in writing of all money received by him during the month last past for pilotage, together with the date of such receipts, the name, tonnage, draft, nationality and class of the vessel, and the name of the master thereof, from which the same was received.

Sec. 38. A pilot who neglects or refuses to make the monthly statement of moneys received for pilotage, as provided in section 37, of this act, or who knowingly makes a false one, in any material particular, thereby forfeits his license; and the board must revoke the same, and such pilot shall not be eligible to be again licensed as such pilot for a period of three years.

Sec. 39. A penalty incurred by a pilot under this act, or imposed by the board upon a pilot, as provided herein, may be recovered by it for the uses herein provided, in a civil action brought in its name; and in such action a certified copy of the entry or order by the secretary under the direction of the board, showing the disobedience, refusal or neglect of the witness or, the imposition of the penalty upon the pilot, as the case may be, is conclusive evidence of the facts therein stated.

Sec. 40. The word "board," whenever used in this act, is to be taken as meaning "the board of pilot commissioners," and the words "president" and "secretary" as meaning the president and secretary of such board. And the act itself is known as the "pilot act of 1882."

Sec. 41. If in any case the commissioners shall fail to elect a president at the first meeting at which they may do so, then, and until they do elect one, the commissioner appointed by the governor, is the president.

Sec. 42. The term of first commissioner appointed by the governor is three years, the term of the first commissioner appointed by the board of trade of Portland is two years, and the term of the first commissioner appointed by the chamber of commerce of Astoria is one year; and thereafter each appointment made by said governor, or boards, which is not made to fill the remainder of an unexpired term, is made for the full term of three years.

Sec. 43. Neither of the commissioners nor the secretary must have any interest in a pilot boat or steam tug, nor in the earnings thereof, other than for the compensation herein provided; and any one violating this section forfeits his office.

Sec. 44. The fees and compensation of the pilot commissioners and of the secretary, shall be as follows: For the granting and execution of a branch or warrant, fifteen dollars, to be paid by the applicant; for hearing and determining any complaint, five dollars per day, each, to be paid by the party or parties adjudged in fault; for making semi-annual tours of inspection and their report to the legislative assembly, two hundred dollars each, per annum, to be paid semi-annually out of the state treasury on the warrants of the secretary of state, who is authorized and required to audit and allow the same.

Provided, That if any member of the board shall fail to make such tour of inspection, in such case no warrant shall be issued to such member. The secretary shall receive a salary of six hundred dollars per annum, out of the state treasury on the warrants of the secretary of state, who is authorized and required to audit and allow the same.

Sec. 45. All laws relating to pilotage and towage on the Columbia and Willamette rivers, including the acts of October 17th, 1860, October 15th, 1862, December 20th, 1865, October 28th 1868 and October 25th 1870. Be and the same are hereby repealed: and the state of Oregon hereby declares that the tug boat provided for in said act of October 28th 1868, does not answer the demands of the public service on the bar pilot-

grounds, as a pilot boat. Sec. 46. Inasmuch as there is need of immediate action in this matter, this act shall take effect immediately on the approval by the governor.

Passed the house Oct. 9th 1882. GEO. W. Mc BRIDE, Speaker of the House. Passed the Senate Oct. 12th 1882. W. J. McCONNELL, President of the Senate. Approved Oct. 20, 1882. Z. F. MOODY, Governor.

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Which will appear in a few days.

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