

OUTDOOR LIFE

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NEW YORK

DENVER

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a house boat for shooting headquarters with a gasoline tow-boat to take it from one point to another on the lake.

The American Fish & Oyster Company of San Francisco are having a fish carrier built for the Sacramento River. She will be 46 feet long and carry a 30-H.P. Imperial engine, one man control, and will be in commission within a few weeks.

The Atlas Gas Engine Company of Frisco are going after business in the northwest good and hard this season. One of the firm has gone over the ground and established agencies all along the coast clear into Alaska.

The gasoline schooner, "Ida May," of Tacoma, was run down by the steamer "Princess Victoria" and nearly sunk while returning to port with a cargo of halibut on her first voyage. The accident occurred in a heavy fog and the fact that the "Princess" cut far enough into the hull of the "Ida May" to jam her tight and thus push her toward shore until she grounded on the beach is the only thing that saved the boat and crew. As it was, no one was hurt, the schooner sunk in shallow water and was raised and repaired and has gone back to business again with only a money loss chalked up against the "Princess" for smashing her. She is an 80-foot auxiliary and was built to replace the "Clara C" owned by the same con-

cern and which was destroyed last year on her first trip out so it looks as though big medicine should be made to lay the hoodoo of accidents on the first run that follows this company's boats.

The Tacoma Brass & Machine Works is re-organized and has gone out of gasoline work into the heavier field. There is a chance for some other gas engine man to take up.

James Draper of Van Anda, B. C., has a new 25-foot open launch with a 6-H.P. Buffalo, which he will use in his mining work.

Dr. Gamble, Vancouver, B. C., has one of the new 30-foot cruising dories turned out by the B. C. Boat & Engine Company.

The California Launch Works, Oakland, California, have finished a 35-foot cruiser for Kroninschaffer of Alameda, and are finishing a 51-footer for Charles Mobus of Alameda, who will use her for a work boat.

E. Jenkins of Tillamook, Ore., has a new 30-footer carrying a 10-H.P. motor.

H. Bird, Vancouver, B. C., is finishing a 36-foot auxiliary schooner, which will carry about 7-H.P. engine, the make undecided.

J. C. Stratford & Son, Vancouver, B. C., are building a 60-foot tow-boat which will carry a gas producer outfit. She is for the Rat Portage Lumber Company.

Game and the Game Laws

Washington is going through the same old experience again this year with the game law business. A lot of fellows want the laws changed so the Governor can appoint a state game warden and deputies, which would certainly be a beautiful political machine for the party in power and enable the governor to pay a lot of political debts at the expense of sportsmen who pay for shooting licenses that would in turn be paid out as salary to political game wardens, who, of course, wouldn't care a whoop whether any game was killed or not so long as their salary went merrily on. It looks as though this bunch had mighty little show to carry out their plans, however, because sportsmen are awake and hold the whip hand.

There is another crowd who want a lot of changes in the old laws and a lot of new laws

enacted and they will probably get some of these things done, for better or worse.

The anti-hound forces are trying, (and rightly), to get the "no hounding of deer" law passed, but Mr. Palmer, a notorious deer hounding man is still in position at Olympia to block that law as usual and will probably do so cheerfully, for he wants to hunt with dogs regardless of the fact that the state at large doesn't want it done and regardless, also of the fact that the longer deer are run with dogs the sooner there will be no deer to run.

Some folks want the laws let alone as they are, while others whoop things up for all kinds of fool laws because they want something to fit a certain ten miles square, where they live, and so it goes.

The net results will probably be that the

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