CEDARBANK WILL RECEIVE OVER FORTY THOUSAND DOLLARS.

Shipowners Reaping a Golden Harvest-June Fleet Receiving Quick Dispatch-First Dawson Boat.

The British ship Cedarbank, 2649 tons net register, was chartered Tuesday to load at this port at 42s 6d per ton. This is high water mark for the season to is high water mars for the season of date, and is equivalent to 43s 8d for a medium-sized ship. The Cedarbank load-ed in San Francisco about a year ago, and carried a cargo of 157,416 bushels of wheat, equivalent to 425 long tons. As she will undoubtedly carry fully as much from Portland, her gross earnings for the eingle trip will be enormous, amounting to over \$45,000. Some idea of the hig ad-vance which has taken place in the freight markets within a little more than a year is shown by a comparison of the present freight paid the Cedarbank with that which she received a year ago. At that time she received 25 shillings per that time she received 25 shillings per per ton, or a trifle less than \$23,200 for the same work for which she now receives

There was unquestionably a profit for the vessel at E shillings, and as there has been no increase of any consequence in operating expenses, the additional \$17, 700 which she now receives is practically all clear gain. There has been rather light chartering recently, and exporters are inclined to hold off swhile before paying anything above 42s 6d. These rates certainly high enough to attract tonnage if there is any in the world that is

### PORTLAND MAN WON.

Captain Martineau Takes the First Boat of the Senson Into Dawson.

Capiain Mitchell Martineau, a well-known swift water steamboat man of this city, who has been on the Yukon for the past two years, had the honor of landing the first passenger at Dawson after the break-up of the Yukon. He was in charge of the Victoria steamer. Piora, and late Dawson papers have the following account of his victory over a feater host.

The steamer Florence S. left Lebarge at the same time as the Flora did and there was a great race to Dawson. The contest was a very warm one, and the space between the two steamers on their arrival at their destination was not great, "It was on May 16 that the two vessels reached Dawson. The Flora was the first one to appear around the bend in the river, and all Dawson that were in the vicinity set up a how. The Flora was throwing out a great cloud of smoke and steaming furiously. Immediately behind her, plowing the water at a great rate, came the Florence S.

"Opposite the Klondike River the Florence S.

ence S. passed the Flora and cut a terrific pace down stream, running fully I knots an hour. Meanwhile the Victoria owned steamer kept to the east shor-and made a short turn, while the Florand made a short turn, while the Flor-ence S. made a wide one. She slid in quickly to her wharf, but the men on the dock missed her line and this lost her the race. Captain Martineau of the Flora, with the cunning of an old jockey, made for the S. Y. T. wharf, tied up and landed a passenger amid the cheers of the large wd, drawn to the water front to exciting finish of the cace."

### DECK OF OREGON FIR. Repairs to Ship Lizzie Bell at Wil-

lamette Iron Works. The British ship Lizzie Bell, whose car-go was injured while on her way to this port, on account of a lenky deck, is now undergoing a thorough overhauling and repairing at the wharf of the Williamette Iron & Steel Works, at the foot of Ev-erett street. Her deck of Norway pine has been removed, and some new rivets are being put in her plates and other from work being done on her, and the work of laying a new deck has been commenced. This deck will be of four-inch grain-edge ellow fir, all clear stuff of the best qual ity, and will be far superior to her original deck. Some little delay will probably be caused by the fact that the dry kims of the mils here are not calculated to hancle planks of the length desirable in decks, and some of them will have to be sea-soned in the air. This, however, will not take long, as lumber from the heart of

LAST OF THE HARVESTER.

Captain Bosworth's Old Command of Total Wreck.

Total Wreck.

Captain F. S. Bosworth the well-known marine surveyor of this port, is at last a skipper without a ship afloat. It has been about 15 years since the captain salled the seas, but meanwhile some of his former commands were still floating round the world, and the veteran skipper always took a fatherly interest in their welfare. The American bark Harvester was the last of his ships to go by the board. She was wrecked near Newcastle, Australia, a few days ago, and became consider the was wrecked near newcastle, Augustia, a few days ago, and became a total loss, and now the only craft affort in which Captain Bosworth has a senti-mental interest is the barge Boltaire, which in the early days of her career wa

which in the early days of her career was a fine American ship.

The Harvester came to the Columbia River about a year ago, and loaded trappiles at Stella for Alaska. After Captain Bosworth retired from her she attained a pretty hard name among the men before the mast on account of alleged cruelty of her officers.

## THE GRAIN PLEET.

All of the June Ships Are Receiving

Good Dispatch. The British bark East African finished The British bark East African finished loading yesterday morning, and will be followed tomorrow by the Galgate, which is getting pretty well down in the water. The Pinmore is also making good progress toward the finishing stage, and will probably be ready to clear by Saturday. The Nessia and the Argus are both loaded and ready to clear, but are held up on account of repairs, the Nessia being short of an auchor chain, while the Ing short of an anchor chain, while the Argus has not yet completed her repairs caused by collision with the Iolani. The Lydgate which reached Astoria Tuesafternoon, lost no time at the mouth of the river, but passed on out to sea yesterday noon. All of the June ships are receiving very good dispatch, and the fleet will be fully as large as that of a year ago, which, up to that time, was the largest June grain fleet on record from this cort.

## CARLISLE CITY COMING.

Sante Fe Line Will Send Another

Freighter to Portland. British steamship Carlisle City, of the California & Oriental Steamship Company's service, is due at Portland in about 10 days, to load a cargo for the Orient. The Carlisle City is a smaller vessel than the Thyra of the same line, which has just left here, but she will carwhich has just left here, but she will car-ry away considerable cargo. She will be the fifth vessel of this line to come to Portland, and others are expected to fol-low at intervals during the Summer, al-though the business will not be as heavy

FORTUNE FOR FREIGHT this column yesterday, regarding the passages of the grain fleet from Portland and San Francisco, made the Portland ships appear as sailing from San Francisco, and the vessels from the latter port as sailing from Portland. The average passages of the anuary fleets from the two ports were: From San Francisco, 122.5, from Portland, 122.5 days.

Wreckage on West Coast.

VICTORIA. B. C., June 12.—According to news received from the West Coast to-day, wreckage has been found by the Indians off Clayoquot, which would seem to the carrier offmer. to indicate that some lumber carrier offm to grief on the coast in one of the beavy gaies in the early part of this month or late in May. Nothing has been found to identify the wreckage, but its freshness gives evidence of the fact that it has not been in the water long

The Addenda's Cargo.

ASTORIA, June 12,-The American barcentine Addenda has cleared at the custom-house for San Francisco, with 830,000 feet of lumber from the Columbia mill at Knappton.

Domestic and Poreign Ports

ASTORIA. June 11.—Sailed—British steamship Elm Branch, for Taku. British bark Lydgaie, for Queenstown or Falmouth for orders. Condition of the bar at 5 P. M., smooth; wind, southwest; weather, hazy. San Francisco, June 11.-Arrived-

Schooner Enterprise, from Tillamook; schooner Coquille River, from Gray's Har-bor, Balled-June 12, steamer Empire for Coos Hay. Hong Kong-Arrived-Milos, Seattle, via Queenstown, June 13.-Sailed-Ivernia

June 13.-Sailed-Louisiana, rom Liverpool, for Montreal, Southampton, June 13.—Sailed-Saale,

for New York.

New York-Sulled-Oceanic, Liverpool.

New York, June 11.—Sailed-Hesperia,

for Naples; St. Louis, for Southampton:

Priesland, for Antwerp, New York, June 12.—Arrived—Kaiserin Maria Theresa, from Bremen; Ems, from Genoa and Naples. London, June 13. - Arrived-Marquette om New York.

Liverpool, June 13 .- Arrived-Numidian, from Montreal. Bremen, June 12.—Arrived-Kuiser Wil-selm der Grosse, from New York. Southampton, June 12.-Arrived-St. Paul

from New York.
Queenstown, June 13.—Arrived—Majestic from New York San Francisco, June 13.-Arrived-Stenn

r Orizaba, from Seattle, Sailed-Bark Levi G. Burgess, for Tacoma; barkentine Portland, for New Whatcom, Port Townsend — Arrived June 12—British steamer Queen Adelaide, from Yoko

lle, from Skagway; British ship Rhuddian Castle, from Vancouver.
Port Los Angeles—Arrived June 12Steamer Aztec, from Nanaimo. Cherbourg, June 12.-Sailed-Saale, from Bremen for New York.
Bremen, June 13.—Sailed-Maine, for

Seattle-Arrived June 12-Steamer Ros

New York. Rotterdam, June 13 .- Arrived-Potedam from New York. Copenhagen, June 13.—Arrived-Hekla, from New York.

Tacoma, June 11.—Arrived—Barkentine Newsboy, from Honolulu. Scattle—Sailed June 12.—Steamer City of Seattle, for Skagway, Arrived June 13-Barkentine Newsboy, from Tacoma. Dublin-Arrived June 11-Ship Glenholm, from Oregon.

rom Oregon. Sydney-Arrived June 12-Bark Adder-ey, from Vancouver. Runcorn-Arrived June 12-Bark Jules

Verne, from Oregon. Hull-Arrived June 12-German ship Nereus, from Oregon, New York, June 12.—Arrived-Teutonic from Liverpool.

More of Hermann's Book

Some time before adjournment, Con-gress passed a joint resolution authorizing the printing of 9000 additional copies of document known as "The Louisiana Purchase," which was written by Com-missioner Hermann, of the General Land Office. This is the work to which Mr Hermann devoted so much time and effort during the first years of his term is the Land Office, and which first made its appearance over a year ago. In this work Mr. Hermann took up the question of the acquisition of the lands included n the purchase, as well as other as and dry as possible when first cut. The Limie Bell's new deck of clear Oregon yellow fir will attract attention at every tions, giving a review from early history up to modern times. The book was very complete and authentic, being based on the best authorities. Because of its atport she visits, and will be an advertise-ment for this port wherever she goes, for nothing handsomer or better can be protractive style, and its value as a refer ence book, the "Louisiana Purchase" was soon out of print. It was never issued as a Congressional document, and was never at the disposal of members of Congress However, as its reputation spread, mem-bers began to receive requests for the work, which they, of course, could not supply, and they had to order a new edi-tion of the book for the distribution of Senators and members of Congress. At the time the resolution was passed,

Senator Platt, chairman of the printing committee, asked Mr. Hermann if he could not enlarge the work, and take in as well the islands recently acquired by the United States, especially as the original book was a strong argument in favor of expansion, but after this question was discussed in all its phases it was concluded to reprint the book as it originally appeared. It will not be surprising, however, to see a new work on the islands ever, to see a new work on the islands acquired from Spain, when the status of those Islands shall have been finally determined and settled, and when the United States shall have had an opportunity to gather more reliable informa tion about them.

## One Day of Love.

The Swain.

I ask but this—Remember!
Remember, and for aye!
Though May shall turn December.
December change to May;
Though tears be sign of pleasure,
And laughter of regret.
Refill Time's golden measure—
Do not forget!

We loved as loving mortals

Have loved since they were wise;
You led me through the portals
Of Love's own paradise.

But ah, for one day only,
And then Fate bade us part;
I'm left sizes and lonely

With broken beart. Yet love is ever sweetest, Most proligal of joy, Whose pleasures are the flectest And tarry not to cloy; And so through Time's confusion

Our perfect day endures-I still have my illusion, And you have yours. Well spent is life, I say, In living o'er one vanished

God-given, perfect day.
Though years and occans sever,
We twaln shall be one petAre, we are one forever
Till we forget!

Petitions in Bankruptey. Ciell Hayden, of Salem, yesterday filed a petition in bankruptey in the United States Court. His liabilities amount to States Court. \$5367 lb, made up of small sums due to the doctor, the dentist, druggist, hluckenith, liveryman, merchant, etc. in fact, about overybody one could possibly get trusted low at intervals during the Summer, although the business will not be as heavy for a few months as it was earlier on account of the falling off in the flour trade. Every trans-Pacific line on the coast is dependent to a considerable extent on Portland for cargo for their ships, and whether the cargo is sent to the ship, or the ship comes here for the cargo, it is always forthcoming.

Correction.

A misplaced subhead in an article in

LARGE PERCENTAGE OF BUTTER IN WILLAMETTE VALLEY MILK.

Figures Show There Is Money in Cows for the Parmers of Marion and Linn.

Commenting on the success of the skim ning station established at Stayton, Marion County, recently, the local pape says:

"The tests made of milk delivered to the Stayton creamery during the first week of its operation are very satisfactory to the patrons. The general average, according to the local manager, is far above that commonly found by creamery men and shows splendid conditions for profitable dairying in this vicinity. The following table of a number of tests

J. I. Crabtree L. S. Lambert W. H. King... W. C. Brown

even greater proportion of increase shown in the previous tables: Butter-

The business for the period of three

As is the usual practice of a number of creamery men at this season of the year, Mr. Rice is placing the present output of his plant in cold storage for the Fal A well-experienced and practical butter-

trade at increased prices. maker by the name of Bruckman recently moved to Brownsville, where he started a creamery, which has been in operation for six weeks. The first two weeks were spent in getting fairly started, but, in that time the output amounted to 1500 pounds and in the four weeks following the prod-uct increased to 1500 pounds per week Thirty-nine patrons are at present bringing milk, and more names are constantly being added to the list. A hand separa-tor was recently sold to a farmer living at Rowland, who has arranged to ship the cream from the milk of 12 cows to Brownsville by express. The amount of noney distributed among the patrons for May's business was nearly \$00. The pay-roll is gradually increasing so that it is expected that in the course of a reasonably short time the farmers around Brownsville will be receiving upward of \$1000 per month from the sale of the butter-fat contained in the mik.

Interest in dairying has been revived at scio, where the plant that stood idle all Winter was started again through the organization of the Scio Creamery Company, a joint stock association, with J. S. Morris, manager. Operations were commenced late in the month of April, and up to the end of May 5480 pounds of cheese was manufactured. Twenty-due hundred pounds of milk is now helps rehundred pounds of milk is now being received dally from 25 patrons, and the p pects are favorable for an increase at rate of not less than 10 pounds per day ver the above amount.

Farmers living in the section of country nidway between Salem and Albany were brought within eary reach of a market for butter-fat through the recent estab-lishment of a creamery at Marion by Barber Bros., concerning which The Pacific Homestead of June 7 says: "We present in this bene of the Home-

stead a cut of the Marion (Or.) creamers of Miles and J. D. Barber, which was spoken of in last week's irsue. As was then said, this is one of the most com plete creamery plants to be found anywhere. Everything possible is done by machinery, and all the labor-aving devices are employed. This institution which was but recently established has already been of great benefit to that community, and its usefulness will increas as the farmers of that locality more fully realize its advantages and prepare better for furnishing plenty of milk the year through. The Messrs. Barber are practical creamery men, and they are bound to make a success of the business for

themselves and their satisfied patrons. The Halsey creamery was built ocvera years ago by W. H. Cross, the present owner and manager, who is also a prom inent farmer in that section. During har-vesting season the creamery is closed for the purpose of enabling the farmers to give their entire attention to the harvest-ing of crops, and reopened as soon as the grain has been cared for. The whole product of about 2000 pounds per month is at present being shipped to Seattle and packed for the Alaska trade.

Two other factories deserving favorable notice are engaged in the manufacture of cheese. The first one is located two miles out from Lebanon, the property of L. R. Chendle, who has a herd of 50 cows of his own, and is also buying milk from several of his neighbors. The output for March was about 1000 pounds, April 2000 and May 4500 pounds.

The other factory is at Foster, and is

loing equally as well.

Here Is Hypercriticism

PORTLAND, June 18.—(To the Editor.)— The Oregonian of the 9th inst. hae an ar-ticle ascent three Oregon boys of the famous century class of Stanford Uni-versity. These seniors are referred to as "leaving a vacancy in many lines of stu-dent activity, which it will be hard to

The article then furnishes a gill of par-ticulars regarding the wonderful record these Oregon seniors have made for them-selves. One as "the Glee Club star" has won popularity all elong the Pacific Coast, from British Columbia to Mexico, by his clever monologue and soloist work, appearing in over 250 concerts given in every important town and city. Its important town and city. He was also president of a dramatic and Bohemian Club and a leading figure in theatricals, also a prominent society and fraternity

Another of the trio cut a prominent fig-ure throughout his course by his superior work as a football and baseball player. and is awarded the reputation of being one of the most elever and brilliant play-ers that has appeared anywhere in the Union, and also a leader in social and

fraternal life.

The third has little more to his college record, being scheduled as an able debater and serving as president of a debat-ing society, director of a club and secre-tary of the Associated Engineers. Will The Oregonian kindly inform its readers what particular branches of real seducation are taught at this so-called "young giant institution" that might have a practical bearing on the future life of a college graduate?

F. C. M.

If these accomplishments have not a "practical bearing" it would be interest ing to learn what branches or studies could have in modern life.

To Increase Run of Salmon ASTORIA, June 11 .- (To the Editor.)-

device from Peacock Spir to The Dailea or even above, over 200 miles. If the next Legislature does not pass a law to shorten the fishing ecanon and let all the Winter salmon pass up to their apawning grounds until the middle of May or lat of June, the fishing for chinook salmon and bluebacks will soon be a thing of the cost was the salmon be at the cost that the salmon to the cost of the salmon and bluebacks. a thing of the past, as it is evident the hatching process is not what it was ex-pected to be. Over 20 years ago, when I commenced salmon fishing on the Co-Tumbia, there was an abundance of chi-nooks and bluebacks simply because they were allowed to pass up to their spawn-ing grounds. AN OLD FISHERMAN.

## DISCOVERED MAMMOTH TREES

Will Girdle 80 to 90 Feet at Base, and Are 350 to 400 Feet High. LATOURELL, June 11 .- (To the Editor.

-I would like to draw not only the at-tention of the people of Oregon, but espe-cially the attention of the people of Portland, to quite a bunch of immense trees in the mountains 15 to 30 miles from my place, near Latourell, on the O. R. & N. l used to make every year, before or after harvest time, a trip to the mountains, lasting generally 8 to 10 days, and it was on one of my last trips, about four years ago, that I discovered, on the northeast side of the divide, between the waters of the Bull Run and the Hood River, this certain hunch of sant trees; the like I certain bunch of giant trees; the like never saw before or since. Before I saw these giants. I had measured, from time to time, some trees at home which girdled 29 to 39 feet around, about 3 feet above the base, but these trees could not be compared at all with the big trees I foun in the mountains. They would appear a mere sticks against those giants. I hon-catly believe that those giants will girdle 60 to 80 feet around near the base, and that they are 350 to 400 feet high, stand on kind of a flat or bottom, and this flat is well protected from discovery, as far as I could perceive, by steep and high bluffs, not only from the Hood River side up but from the main water divide down. There exis a already a trail on the Rull Rull Rull and by averaging this trail Buil Run, and by extending this trail about seven miles or so I believe these giant trees could be reached, so that a man on horseback could easily ride from Latourell to them in one day. These big trees of Oregon are, in my mind, some-where near the north line of the National Park, but it is doubtful if they are in it. There are two species of the giant trees, One specie, to which I would draw at-tention especially, has a yellowish and not very rough bark, is straight and round as a candle, has no limbs to an immense height, and has a nice, wonderful crown. The father of this very aristocratic specles in our mountains is surely the emperor, or the president, of our forest. People must not think that this tree is the so-called "noble fir," because I know not only the "noble fir" but many other mountain trees very well. Nor must they think that this species is one of the common trees in the mountains. No. I never mon trees in the mountains. No; I never found one of this special kind of trees in the mountain except on that certain flat or bottom. The bottom is about a quarter of a mile broad, but I do not know how long. I had no time to examine it, as i had to hurry back to camp to my compenious before nightful, but in spite of my haste, the grandeur of the rize of the trees forced me again and again to stop in awe and wonder. I cannot say how many such giants there are. There may be hundreds, there may be thousands On our way home, one of my companions was drowned in the Bull Run, and therefore I never went to the mountains again, but have always had a depre to investigate further about those big trees. Cedar is the second species of the big trees. They rival in size and grandeur the first species. But the most won-derful thing about them seems to be that they are, in epite of their immerse diam eter and age, reemingly sound and hard, through and through.

L. FERDINAND FLOSS.

No Direct Steamer to Manila. PORTLAND, June 12.—(To the Editor.)—

1. What steamers make regular trips between Portland, Or., and Manila, P. 1.2

2. What is the length of time required
for the frip, the cost of passage and
the date of sailing of first vossel from
Portland after June 25?

There is no steamer line between Port. land and Manila, nor is there a direct line to Manila from any other Pacific Coast port. The quickest route is from San Francisco to Hong Kong, thence

Portland's Indebtedness. PORTLAND, June 12.—(To the Editor.)

—Please state the amount of indebtedness of the City of Portland and oblige a subscriber to The Oregonian?

J. G. W.

The bonded indebtedness of the City of Portland. including \$3,150,000 of water bonds, is \$5,428,236.

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For Spokane, Eastern Washington, and Great Northern points, leaves at 6 P. M.; arrives at ATLANTIC EXPRESS, Leaves for the East, via Huntington, at P. M.; arrives at 8:40 A. M.

THROUGH PULLMAN AND TOURIST

SLEEPERS. Water lines achedule, subject to change with OCEAN AND RIVER SCHEDULE. OCEAN DIVISION — Steamships esti from Alneworth dock at 8 P. M. Leave Portland-Columbia, Friday, June 1: Monday, June 11. Thursday, June 21; Sunday, July 1; Wednes-day, July 11. State of California, Wednesday, June 6; Saturday, June 16; Tuesday, June 26 Priday, Puly 6.

lay, July 11. State of Castroday, June 26; June 6; Saturday, June 16; Tuesday, June 26; Friday, July 6. From San Francisco-Leaving Spear-St. Pier No. 24, San Francisco, at 11 A. M., as follows: State of California, Saturday, June 2: Tues-day, June 12; Friday, June 22; Monday, July 2; Thursday, July 12. Columbia, Thursday, June 7; Sunday, June 17; Wednesday, June 27; Saturday, July 7. COLUMBIA RIVER DIVISION. PORTLAND AND ASTORIA.

Steamer Hassalo leaves Portland daily, except binday, at 8:00 P. M.; on Saturday at 10:00 P. d. Returning, leaves Astoria daily, except Sun-lay, at 7:00 A. M. WILLAMETTE RIVER DIVISION. FORTLAND AND SALEM, OR.

Steamer Modoc, for Salem and way points,
eaves Portland Mondays, Wednesdays and Fri-lays at 6:00 A. M. Returning, leaves Salen
Tuesdays, Thursdays and Saturdays at 6:00

YAMHILL RIVER ROUTE. PORTLAND AND DAYTON, OR. Steamer Elmors, for Dayton and way points, the Portland Tuesdays, Thursdays and Sat-irdays at 7 A. M. Returning, leaves Dayton for Portland and way points Mondays, Wednesdays and Fridays at 6 A. M.

AND SNAKE RIVER ROUTE.

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Steamer Spokane or steamer Lewiston leaves
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Lewiston leaves Lewiston daily at 3 A. M.,

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