BIG SALVAGE AWARD

An Old Portland Oriental Liner Finds a Fortune.

RESCUED A DISABLED STEAMSHIP

Twenty Thousand Dollars Given to the Master and Crew-Najade Reaches Port-Notes.

The old Oriental liner Asloun, which was one of the first vessels of the Ore-gon-Asiatic Steamship Company running between Portland the Orient, made a rich find when she picked up the British tramp steamship Waikato last Fall. The suit for salvage has just been settled in the Admiralty Court at London. The owners of the old Portland liner receive over \$50,000, while the captain and crew account of the remarkable experience of the two vessels, and reads as follows:

| Front-street merchants doing the gondon act this year.

"The value of the Asloun was £24,000, her cargo £82,500, and her freight at risk £329. The value of the Walkato was £41,-660, and her cargo £90,000. The Asioun was bound from London to Australia, via the Cape of Good Hope, with general cargo, and rounded the Cape September 4, and on the lath, shortly after noon, the Walkato was observed about nine miles to the northward, flying signals of distress, she having been drifting hopeless y disabled by the breaking of her shaft for 102 days. Provisions were supplied to the disabled vessel, and it was agreed to tow the ves-sel to Amsterdam Island, about 620 miles to the eastward, where, if possible, suffi-cient coal could be transferred from the Walkato to the Aslaum to enable the let-Waikato to the Asloun to enable the lat-ter to tow the former to Fremantle. At about 5 P. M. towage commenced in a south 78 east direction, but the Walkate towed very heavily, owing to her foul bot-tom. On the following day the wind, which had been from the southwest, which had been from the southwest, veered to the northwest, a moderate breeze, and in the evening the bollards on the starboard side of the poop, round which the tow-rope was passed, suddenly broke. After half an hour's delay the vessels again proceeded, and the towage continued till daybreak on the 20th, when Amsterdam Island was sighted. As it was impossible to anchor, the Wafkato was held under the lee of the island until 100 tons of coal water twenty-read until 100 tons of coal were transferred from her to the Asloun, which was deemed sufficient, with what she had, to enable her to tow the Walkato to Fre- Geo. W. Elder, from to mantle, then about 1850 miles distant. At also reach port today. about 2 P. M. on the 21st the towage was resumed. On the 28th an east-southeast gale was encountered, the vessels being quite unmanageable at times, and the Asloun's funnel gave way inside the casing and was on the point of breaking off, necessitating the vessels being put head to sea and the funnel secured by chains. At times the Walkato was completely hidden by the mountainous seas, and at about 8:30 P. M. the tow-rope carried away. To avoid the danger of fouling the propeller, it being impossible to stop the Asioun's engines and allow the vessel to fall off into the trough of fall off into the trough of the seas, a long stretch of tow-rope had to be slipped. Shortly after midnight the gale began to moderate, and on the following morning moderate, and on the following morning the Asloun was turned round, and sighted the Walkato after steaming back about 45 miles, but the vessels were not connected until dark. Several gales were subsequently encountered and on the avesting M.—British steamer Belgian King, from San Francisco. Sailed—Barge Washougal, miles, but the vessels were not connected until dark. Several gales were subsequently encountered, and on the evening of October 7 the Asloun slowed down to pick up a pilot off Rottnest Island, when the tow-rope was carried away owing to the bridle to which it was attached sinking and catching the rocks. The Wajing and catching the rocks. The Wai-kato anchored, and on the following morning she was taken into Fremantle Harbor by a tug. It was contended that the Walkato, being picked up in latitude 39:30 south, and longitude 64:40 east, was in a locality almost entirely unfrequent ed, and out of the track of vessels; that the 102 days she had been broken of the 102 days she ha during the 162 days she had been broken down she had only sighted three small sailing ships, and had drifted about 45% miles; that her owners had given her up for lost; and that she was saved from Seattle—Sailed April 13—Bark Fresmo, for Melbourne. new funnel at Fremantle. The services new funnel at Fremantle. The services extended over 24 days. It was maintained in defense that the services, the weather, etc., were exaggerated but the defendence. etc., were exaggerated, but the defendants desired the court, in considering the desired the court, in considering the award, to make good to plaintiffs all possible loss and expense which they had incurred. His Lordship (Sir F. Jeune). in giving judgment, said that the service was rendered under great difficulties in

NAJADE REACHES PORT. German Ship Makes a Good Run

apparently unknown seas, and in latitudes

where tempestuous weather was to be met with, and he awarded f16,500-f12,500

Across the Pacific. The German ship Najade arrived in at Astoria at 4 o'clock yesterday afternoon, after a very good run of 24 days from Shanghai. Under favorable circumstances this would hardly be considered a good run, but the weather on the Pacific has been far from favorable for ships headed been far from lavorable for snips neaded in this direction, and for this reason the master of the Najade should consider him-self quite fortunate. The arrival of the Najade leaves the Forthbank, from Honolulu, the only vessel fully due at this port, although the Allerton is out 46 days from Hong Kong, and may be reported at any time. The British ship John Cooke, which arrived Friday, will leave up tomor row. Captain Magee reports a pretty rough passage across, and is quoted by an Astoria paper as follows:

"We had an unusually rough trip over. One storm after another was encountered. Sails were blown away, masts sprung and damage done, too numerous to mention in detail. Six of my crew were ined, one seriously, but fortunately non-

"We were only 28 days out when we reached the bar a week ago, but the store reached the bar a week ago, but the storm kept us at sea, standing off, for several long days. The damage to the ship will be easily repaired while we are loading, and I sincerely hope far better weather on our voyage home. We are chartered for grain at Portland, and will load and get to sea as quickly as we can."

FIRM FREIGHT MARKET.

Lumber Business Still Taking Available Tonnage.

But one lone ship was reported for new crop loading during the past week, export-ers showing a disinclination to load up with any more tonnage until the crop is assured. The statistical position of ships hardly warrant the belief that rates will be any lower but be any lower, but exporters do not seem disposed to take any chances, and prefer to pay 45 and even 50 shillings, if necessary, later on, to placing themselves in a position to be slaughtered by the wheat being withheld when ships arrive. Owners are still asking the to 42s 6d for wheat, and, as there is plenty of lumber busi-ness offering at a rate equivalent to these figures, they are not inclined to make con cessions. The San Francisco Commercial News quotes the following rates for lumber for prompt loading from northern

Sydney, 53s 9d@55s; Melbourne or Ade-Sydney, bas Mignes; Metodurie of Adeliaide, 63s 84665e; Port Pirle, 57s 6d66s; Fremantie, 68s 2d676s; Geraldton, 78s671s 2d; West Coast, 62s 6d665s, Pisagua range; Callao direct, 61s 3d665s 6d; Buenos Ayres, Callao direct, 61s 3d665s 6d; Buenos Ayres, Chan, Chen, Theory 70s@71s 3d; Shanghai, 75s; Kiao Chou, 70s; Nagasaki, 70s; Port Arthur, 70s; Tien-tsin, 75s; New Chwang, 70s; Viadivostock, 70s; South Africa, 70s@72s 6d; United Kingdom, 80s@82s 6d. A fornight ago lumber rates for some Oriental porty and some in Aus

tralia were quoted nominal, due to scarcity of tomage. For a time nothing more was heard of them, when it became pos-sible to secure vessels, and, owners fully appreciating the situation, fixtures were appreciating the situation, fixtures were made at a sharp advance over figures previously quoted, as the above range of prices for lumber loading show.

HIGH WATER IMPROBABLE.

But Little Snow Reported at Head waters of the River.

A late resident of Pike County, Missouri, who came in on the overland last evening, ventures the prediction that we will not have very high water this Spring. It may seem arrange that publicity should be given to the views on high water of a given to the views on high water of a man who has not yet been in the state 24 hours, but as the public has gone wrong so often following the prophecies of the man who came hrie before you did, due consideration should be given one who has never made a bad guess on the subject. Reports from the headwaters of the Snake, Columbia and Kootenal all state that there is very little grow in the mount. that there is very little snow in the moun-tains, and what little there is has been melting earlier than usual. There is, of course, a chance for heavy rains, quickly owners of the old Portland liner receive followed by extremely hot weather, whi h, over \$60,000, while the captain and crew are allowed an additional \$50,000. The review of the case by the Judge in announcing the decision was a most interesting the decision was a most interesting the same of considerable proportions. At present, however, there is small likelihood of

DAY.	A. M *.	Height	P. M	Height
High water— Monday Tuesday Wednesday Thursday Friday Saturday Sunday Low water—	1:47 2:21 3:02 3:46 4:43	8.5 8.7 8.4 8.0	3:32 4:21 5:18 6:18	7.1 7.0 6.9 6.8 6.7 6.8
Tuesday Tuesday Thursday Thursday Thursday Thursday Friday Saturday Sunday	8: 5 1: 3 5: 6 10:4e 11:4c	-0.7 -1.4 -0.1 -0.1 0 2	8:25 9 0: 9 54 10:53	3.5

PHILADELPHIA, April 14.-The Ham burg-American liner Brisgavia, which went ashore in the mud below Cheste Island, in the Delaware River, was floate last aight, and today proceeded on he voyage. The vessel sustained no damage

Marine Notes

The steamer State of California is du from San Francisco this morning. Th Geo. W. Elder, from the same port, wil

The British ship Aspice arrived up yes terday afternoon. She will commence discharging ballast tomorrow, and will b given quick dispatch. The steamship Belgian King arrived up

last evening to load flour and wheat fo the Orient. She is a faster steamer that the average tramp, and made a good ru up the coast and up the river. The German ship Mabel Rickmers, un der charter to load wheat at Portland, ar-rived at Hiogo April 1. She is for August cancellation, and accordingly has plenty of

time in which to reach Po

Domestic and Foreign Ports.

er W. H. Krueger, for Tillamook; schoon-er San Pedro, for Gray's Harbor. Ar-rived-Steamer Arcata, from Coos Bay. San Francisco, April 14—Arrived—Steamer Jeanie, from Comox. Sailed-Ship Bo-hemia, for Bristol Bay; bark Alaska, whaling; ship Tacoma, for Bristol Bay;

almost certain total loss. The Asloun Seattle for Skagway. Arrived-Steamer had to have a new tail-end shaft and a Al-Ki, from Skagway.

-Arrived April 11-British ship Arctic Stream, from Oregon. Fleetwood-Arrived April 12-Br tish ship Royal Forth, from Oregon. Galway-Arrived April 10-British bark

Forfarshire, from Oregon. Liverpool-Arrived April 12-British ship Alice A. Leigh, from Tacoma. ners, f1300 to the master, and

A Study of the American Civil Was

Contemporary Review.
In hardly any instance throughout the campaign, except where Sir Archibald Hunter, Col. Baden-Powell, Col. Kekewich, Gen. French, or Col. Pilcher has een concerned, have the Boers been surbeen concerned, have the Boers been sur-prised by us. They have always known precisely what we were going to do, and have met our attacks in full preparation for them exactly as they took place. That means that their system of intelli-gence, their reticence in regard to what they intended, their capacity for obtain-ing information of our actions and of concealing their own, have been such an have been habitual with the wise com-manders of war in the past and such as manders of war in the past, and such as have enabled those commanders through out all history to take advantage of the foolish commanders opposed to them. Notably was this the case, as has been pointed out by others, in a war which, as it has been alleged, the former lead-er of the Boers, General Joubert, him-self played a part. I have not been able to follow his biography sufficiently close ly to verify with certainty the assertion but I believe that it is true that Jou bert served throughout the American Civil War in the army of which General Lee and Stonewall Jackson were the

great leaders.

It is at least certain that at almost every point, as I have heard it expressed, "line upon line" the tactics of the pressed, "line upon line" the tactics of the Boers have, with just such adaptations as the conditions of their country and their own particular faculties as soldiers have made necessary, followed the prin-ciples that would have been adopted by any soldier who had fought under Jackany soldier who had fought under Jack-son and profited by that experience. One writer in the press went so far as to say—I am not quite sure if he was right or wrong, but at all events the sug-gestion is worth considering—that the fact that Lord Roberts had appointed as one of the chief officers on his staff the particular soldier. Col. Henderson, who has devoted himself to the study of the American Civil War in general, and to the life of Stonewall Jackson in particular life of Stonewall Jackson in particular indicated an opinion on Lord Roberts' part that the particular study of the American Civil War was the one that was t immediately applicable to the present Transvasi war.

Thackerny at Oxford. "Memories and Impressions, 1831-190)."
Hon. G. C. Broderick. Cardwell told me himself that soon af-ter Thackeray's first visit to Oxford he

fell in with him at the Athenaeum Club when Thackeray remarked: "Well, Card-well, you know that I have been down among your damned constituents. Of course I did not expect that all of them would have read my novels, but I certainly did expect that most of them would have heard of me; instead of which found that the question on every one lips was, 'Who the devil is Thackeray?'

Vigor and vitality are given to the whole system by Hood's Sarsaparilla. Knabe Plance, Wiley B. Allen Co.

BATTLED WITH THE RAPIDS

STEAMER SPOKANE ATTEMPTS TO REACH PITTSBURG LANDING.

forced to Abandon the Trip at Wild

this channel should be commonly called a slough cannot be ascertained, unless it is for the sake of brevity. The main stream flows on the Washington side of the island, and has a fall of about nine feet in half a mile. The velocity of the water is not less than 15 miles an hour. At one place abreast of the head of the island the fall is four feet in 100 feet, and this is the sticking-point for steamboats.

Few Rocks Necessary.

Captain George Conway, superintendent of the O. R. & N. water lines, returned Friday from a trip up Snake River as far as Wild Goose Rapids. An effort was made to take the steamer Bpokane up to Pittsburg Landing, but the water was too low for the steamer to go through the "slough" at the rapids, and she was unable to line over the swift water in the main channel. It is believed that the removal of a number of the huge boulders from the slough will enable boats to pass the rapids with comparative ease when the water is at the present stage.

TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND.

Salled	Name.	Flag and rig.	Master,	Tons	From.	Days out	Consignees.
Aug. 4	Marechal Villiers	Fr. bark	Rionald	1706	Nantes	254	
Nov. 13	Argus	Br. ship	Hunter	1546	Antwerp	153	T., Y. & Co.
Man 20	Wendur Forthbank	Br. ship	Nicoll		Calcutta		P. F. M. Co.
	Lizzie Bell	Br. bark	Paterson	1532	Honclulu	2	
Inc. 20	Fifeshire	Br. bark	Whelan	10 6	Liverpool		M., W. & Co.
Feb 19	Penthesilea	Br. bark	Caddell	1281	Antwerp	57	.B., G. & Co.
Feb 14	Decean	Br. ship Br. ship	Manson	1563	London	62	.B., G. & Co.
	East African	Br. bark	Barrett		Hamburg	911	.M W. & Co.
	Grenada	Br. bark	Decent Putt		Honolulu		******************************
	Lydgate	Br. bark	Jones		Honolulu		T., Y. & Co.
	Pinmore	Br. bark	Maxwell	2000	Shanghai		
	Alice	Ger. ship	Kuhlmann	2000	Nagasaki Cardiff		
	Australia	Br. bark	Jones		Honolulu		
	Genista	Br. ship	Hearn	1016	Shanghai		
	Leicester Castle	Br. ship	Crowest	2000	Shanghai		
	Nesala	Ger. ship	Plander	1670	Klae Chou		
Mar. 5	Riversdale	Br. ship	Griffiths	20581	Hamburg	1 43	E. Baker
*******	Conway	Br. ship	Ward	1776	Shanghai	. **	12. Dunet
	Frankistan	Br. ship	Atkinson	1900	Shanghai Nagasaki	333	
	Mabel Rickmers	Ger. ship	Bandelin	1895	Hlogo		T., Y. & Co.
	Orealla	Br. ship	Tyers	1708	Shanghai		*** ** ** ***
*******	Rickmer Rickmers	Ger. ship	Banke	1914	Hong Kong		
		Ger. sh!p	Leopold		Nagasaki		
*******	Semantha	Br. ship	Crowe		Shanghai		
*********	W. J. Pirrie	Br. bark	Jenkins	2516	Shanghal		
April 8	St. Mirren	Br. ship	Wilkins	1855	Yokohama	1 7	
	West Lothian	Br. ship	Curtis	1737	Hong Kong		
	Harlech Castle	Br. ship	Findley	1802	Honolulu	1	
		Ger. ship	Behring	1736	Japan		
	Robert Rickmers	Ger. ship	Rubarth		Hlogo		
	Galgate Carl	Br. bark	Griffiths		Shanghal		*************
		Ger. bark	Shoemaker	955	Henolulu.		
*******	C an Macpherson Stjorn	Br. ship	McDona'd	15%	Cape Town		
	Sutherlandshire		Ellingsen		Hono ulu		
	Jupiter	Br. ship	Nicoli	1549	Hong Kong		
Mar 1	Allerton	Dan. ship	Funder	1651	Tsintau		
April 1	Dovenby Hall	Br. ship Br. ship	Toye Wickham	19 3	Heng Kong		
	Marion Lightbody	Br. ship	Cordinar	17369	Shanghal		
	Nithsdale	Br. bark	Steven	1505	Newcastle Shanchal		
	Bowman B. Law	Br. bark	Gullison	11951	Yokohama		
	Ardencralg	Br. ship	Cairns		Sta. Rosalia		
	Centurion	Br. ship	Collins	12704	Nagasaki		
	Dalcarnie	Br. ship	Jones		Shanehai		
	Olga	Ger. bark	Engel		Sta. Rosalia		
	Osterbek	Ger. bark			Kalo Chou		
	Port Caledonia	Br. bark	Anton	2246	Sra. Rosalia		
	Dechmont	Br. ship	Elsten	16/7	Hono u'u		
*******	Queen Victoria	Br. ship	Hayden			080	

Total tonnage on route 60 M2 Same t time in 1918 15 977 Same time to 1909 98 1

	Same time in 1897, 22,909. GRAIN TONNAGE IN THE RIVEA.								
Arrived	Name.	Fing and rig.	Master.	Tons	From.	Agents or Charterers.	Berth.		
Mar. Mar. Mar. April April	Inverness-shire Inverness-shir	Br. bark Br. ship Br. ship Br. ship Br. ship Br. ship Ger. ship	Peattle Abbott McBride Blanche Bremner Magee Hasselman	1651 S 1969 S 901 T 1890 F	Ionolulu Singapore Sta. Rosalia Hono ulu Iono ulu Shanghai Nagasaki	K., G. & Co. A. Berg P. F. M. Co. P. F. M. Co. P. F. M. Co. G. W. MeN. Girven & Co.	Stream Stream Stream Elevator Actoria		

Total tonnage in the river, 11,993. Same time in 1899, 21,951 tons. Same time in 1898, 12,122 tons. In 1897, 6425 tons.

Balled	Name.	Flag and rig.	Master.	Tons	From.	Days out	Consignees
Nov. 15	Battle Abbey	Br. snip	McGhie	:1465	Antwerp	151	M., W. & Co
	Mount Stuart	Br. ship	Olsen	1158	London		M. W & Co
	Blenogil	Br. ship	Stevenson	2113	London	41	R. P. Rithet
	Rhuddian Castle	Br. sh:p	Roberts		Cardiff	97	R. P. Rither
	Shandon	Br. ship	Beard	1297	Cardiff	118	
	Imberhorne	Br. ship	Lever	1997	Liverpool	76	
	Carnedd Llewellyn	Br. ship	Harris	1008	Hamburg	1	M., W. & Co.
Jan. 291		Br. bark	Tupman	1597	Liverpool	72	
	Chas. Cotesworth	Br. bark	Griffith	1031	Guatemala.	1 50	
	Wanderer	Br. bark	Tonkin	2717	Shanghai	4	
	Nile	Br. bark	Moesch		Hiogo	1	
Mar. 12		Br. ship	Johnson		Retterdam	33	M., W. & Co
Mar. 31 6	Gienard	Br. ship	Turner		Antwerp	15	
	Forteviot	Br. bark	Gilmour	533	Antwerp	1	
	Henriette	Ger. ship		1706	Cardiff	2000	
Mar. 20	Rodenbek	Ger. ship			Hamburg	25	
Mar. 14	Dunreggan		Dixon	1477	London	32	
	Carl	Ger. ship	Hashagen	1916	Liverpool		Robt. Ward
	Unlithgowshire	Pr. ship	Anderson		Antwerp		B., G. & Co.
	Durham	Br. ship	Doty	1879	Japan	1	. a. a. co.
	City of Delhi	Br. ship	Swan	1197	London	1	
	Killmallie	Br. bark	Balfour		Cardiff	1000	
***	tonnage en route,			-		1	

	G	RAIN TO	NNAGE ON	PUG	ET SOUND		
Arrived.	Name.	Flag and rig	Master,	Tons	From.	Agents or Charterers.	Berth.
Mar. 2 Mar. 2 Mar. 15 Mar. 2	Achnashie Cumberland Conway Castle Holywood King Arthur Elginshire	Br. bark Br. ship Br. bark Br. bark Br. bark Br. ship	Quayle Evans Macauley Robertson Hannah	1591 1591 1477 1562	Liverpool Hiogo Honelulu Hone ulu Hong Kong Liverpool	R. P. Rithet K., G. & Co. E., G. & Co. B., G. & Co. K., G. & Co. R. P. Rithet	Seattle Tacoma Tacoma Seattle

or a little higher. The Lewiston Tribune, It was then decided to tie up for th of the 12th, contains the following interesting account of the trip of the Spokane; "The steamer Spokane returned last night at 7 o'clock, having been unable to pass Wild Goose Rapids. For hours the stanch steamer battled with the foam-ing torrent, and surrendered only when

the cause was hopeless. No better fight was ever waged against the unconquerable whiripools of Snake River.

"The Spokane left Lewiston Tuesday morning at 6 o'clock, After stopping countiess numbers of times to take on and disphares cause the reached the and discharge cargo, she reached the foot of Wild Goose Rapids at 6 o'clock in the evening. On leaving the mouth of the Grand Ronde River, Captain Baughman took the wheel. With him in the pilot-house were Captain Harry Baughman to his soon and Captain George Captain man, his son, and Captain George Con-way, superintendent of water transpor-tation for the O. R. & N. Half a mile below the rapids the steam gauge showed 180 pounds pressure, and the wheel was making 25 revolutions a minute. Her speed, was increased to about 15 miles an hour, and her nose was pointed for the center of the foaming cataract. The boat was fairly flying through the water, which boiled over her deck. At the very creet of the rapids the steamer paused for an instant, then trembled violently as the choppy waves struck the sides of her hul. Lurching to starboard, the boat seemed to rise out of the water, and was hurled by the current in the direction of the Washington shore. In a straight line she slid toward the In a straight line she sild toward the jagged rocks like a tobogran. It seemed as though the steamer was doomed to be tossed on shore, but by a masterful handling of the rudder Captain Baughman brought his boat to a sudden standstill within six inches of the strain brooky ledge. rocky ledge that borders the stream. The next instant the violent waves had raised her bow almost out of the water,

and she was carried down stream like a shingle in a brook. a shingle in a brook.

"Few people have ever seen Wi'd Goose
Rapids, and a brief description of this
famous cataract may not be out of
place. About 25 miles above Lewiston place. About 35 miles above Lewiston the Snake River widens, and near the center is a rocky island. At high water the river flows on both sides of the island, but at low water the channel on the Idaho side is almost dry. The bottom of the channel is covered with large, smooth bowlders, some of which will weigh several tons. Why

night, which was done. Before going to their bunks the deckhands brought out 2550 feet of four-inch Manila hawser and coiled it on the deck. It was new rope, and the Spokane was being prepared to shoot the rapids at all hazards

"Testerday morning at daylight every-body was awake on board the Spokane, Most all the male passengers worked with the crew in getting out the Manile hawsers. One rope was carried ahead for 1500 feet and hitched to a 'deadman. It might be explained that a 'dead-man' is a log of wood imbedded in the rock, to which a rope is tied. The long line extended up the river on the Idaho shore. Another line was taken to the head of the Island and securely fastened to a rock. When these lines were drawn taut they formed the letter 'V.' with the point at the bow of the Spokane. The channel through which steamer had to pass was worn like a trough, scarcely wider than the hull of the boat. It was too intention of Captain Baughman to steam slowly along and have the hawsers taken in as the steamer made headway. It took from daylight until 8 o'clock to make the lines
fast. The first pull on the long line disinterred the 'deadman,' and another one
was constructed. That occupied the time
until 9 o'clock. From then until nearly
noon the best was being sulled forman. noon the boat was being pulled from one side of the channel to the other, in the vain hope of finding deep water. Finally the steamer rested on a bowlder, and remained there. With 12 men turning the capstan, the four-inch hawser parted and the boat drifted off the rocks. When the the boat drifted off the rocks. When the other line became taut, the strain was too great, and it also broke. This finished the half day, and there was a consultation of Captains,
"Captain Harry Baughman suggested that all the strain became here the strain of the strain became here the strain became the strain was too great the strain was to great the strain was too great the strain was to great the strain was too great the strain was to great the strain was too great the strain was to great the strain was the strain was to great the strain was the strain was to great the strain was to great the strain was to great the strain was the str

"Captain Harry Baughman suggested that all the cargo be moved astern in order to sink the wheel further into the water and obtain more power. It was decided to make another attempt to climb the rapids in the main channel, for the 'slough' did not hold enough water to float the vessel. While inspecting the steering-gear, it was found that the tillers did not work well. It took two hours to make the repairs, and the boat was ready for a final test of strength. Another running start was made, and the tumbling water swirled

and the water in Wild Goose Rapids is curved like the top of a loaf of bread. Into the very center of the rapids the Spokane leaped. At the creat she again stopped and trembled like a tree in a tempest. For fully 10 minutes the versel stood there, with the water boiling over the deck. It was a critical moment. Everything was red-hot in the engine-room, and the flying paddle-wheel filled the air with spray. Passengers and crew held their breath in painful suspense. Slowly the boat began to fall back, but minded the rudder perfectly. Captain Baughman moved her toward the shore by a skillful turn of the wheel without losing much headway. A gang-plank was thrown out and two lines taken ashore. One was made fast, while the other was carried 100 feet ahead and fastened to a rock. With the aid of the wheel and the hawser wound upon the capstan, the steamer moved ahead nearly 100 feet. Suddenly the long hawser parted. The weight broke the short line, and the contex' was over. It was then 4 o'clock in the afternoon.

"A passenger, discussing the trip, said: "A passenger, discussing the trip, said "The praiseworthy performance of the Spokane has the effect of bringing force

Spakane has the effect of bringing forcibly to the minds of Lewiston citizens the necessity for prompt action in opening a channel through Wild Goose Rapids. To wait for the Government to do the work would be a slow process. The adverse report of Captain W. W. Harts has chilled all the ardor that Congress might have had. In the face of all this, the best-informed citizens know that, with the obstruction at Wild Goose Rapids removed, there is an open river to Pittsburg Landing. The knowledge that the Spokane has been unable to pass the the Spokane has been unable to pass the rapids will have a depressing effect, but a slight expense will remedy the hindrance to navigation."

"Captain Conway was of the opinion that a moderate effort, properly applied, will clear away the obstruction. The interests of too many men are at stake to allow the matter to remain as it is."

THROUGH BY DAYLIGHT. Fast Boat Planned for a Popular Scenic Route.

A Fairhaven capitalist, at present un-engaged, is figuring on a steamboat venture that is likely to create some conster-nation in transportation circles, says the Whatcom Reveille. He has in view a large boat of iuxurious appointments and capable of making 18 knots an hour. This

will enable the boat to make the round trip between Seattle and Bellingham Bay by daylight and allow an hour or two in Seattle. When the State started on her run to make the round trip every 24 hours, it was considered an innovation of doubt-ful results, but it has proven a success. Now the round trip is to be made in from 12 to 14 hours. Dollar fares and a trip by daylight to and from Seattle is expected to appeal strongly to the traveling public and the appearance of the new boat will be awaited with great interest. The transportation business between Bellingham Bay and Seattle has been very profitable for some years, and there is plenty of

PROBLEMS FOR FARMERS.

Dairying Promises Relief From Ex cessive Wheat-Growing.

ALBANY, April 13. — A problem con-fronts the farmers of Oregon, and partic-ularly of the Willamette Valley. Does it pay to raise wheat for export? The prin-cipal factors involved. cipal factors involved in the answer are: First-The low price of this commodity and prospective lower price the coming season, owing to the favorable outlook for

good crops the world over.

Second—The comparatively small area of farming lands, as contrasted with the great wheat-growing sections of our coun-try and of the world, and the consequent great value of our Valley farms for other

purposes than raising grain.
Third—The lessening yield per acre, owing to continued cropping without the application of fertilizers, or enriching ma terial of any kind.

The price at which wheat can be profitably raised differs among farmers all the way from 49 to 52 cents per bushel. The following table, on the basis of an acre. gives a fair estimate along this line, based upon the experiences of our farmers; showing the least possible outlay of labor and expense:

Plowing Harrowing twice
Seed, well cleaned and vitripled.
Sowing, average between broadcast
and drilling
Cutting with self-binder.
Twine
Shocking
Threshing on a basis of 100 cerebook reshing on a basts of 100 acres per

Hauling to market, average yield of 18 bushels. Interest on land, \$30 average price, at Divide \$7 70 by 18 bushels and you have 43 cents, nearly, as the cost per bushel No account is taken of the wear and ter

of machinery, the insurance that many farmers carry on their grain, at about \$2.15 per \$100, for warehouse storage, or \$150 when stored in mills; and that to secure a good crop of Winter wheat the land usually lies idle one senson, in order to Summer fallow, and has extra cultiva-tion; hence, 50 cents per bushel is none too much to give a fair profit. The thresh-ing bill includes the board of hands. In this connection the fact is noted that Linn County farmers were surprised last harvest to find that Fall wheat sown on harvest to find that Fall wheat sown on stubble ground outyielded that sown on Summer fallow. This is perhaps best explained by giving as a reason that the very late and heavy rains last Spring sound to the hum of manufacturing in sound to the hum of manufacturing in packed the soll, and the dry and hot weather immediately following caused it to bake much more than that with the stubble turned under, which tended to keep the land from "running together"; hence, it retained the moisture much lon-

This running together was unknown when these lands were first cultivated, wing to the presence of humus or vegeta ble mold

Another thing that had a detrimental ef-Another thing that had a detrimental effect and will have more and more if persisted in, is the leaving of Summer fallow bare and exposed to the hot Summer sun. Better to plant to corn or potatoes, sow peas or vetches, something to shade the ground. Dr. James Withycombe, of the State Agricultural College, has sounded the note of warning along this line to our farmers.

According to the greports of the United States Department of Agriculture, the average of Oregon wheat crops for the past six years is a little over 15 bushe's per acre, the highest being 20.5, the fow-est 17. The latter figure is also prariy the average for the United States last year, and is the highest for a number years past.

Taking one year with another, it doe not pay to hold grain for a higher price

for at least for the last 10 or 12 years farmers have lost by holding their wheat. Our country papers have uniformly advised farmers to sell immediately after harvest. Last August, wheat was 62 cents in Albany, a living rate; now it is below cost of production. show how our wheat is usually han

dled, let us take what I understand is the plan followed by the Albany Farmers Company, than which there is not a more economical or better managed concern It has warehouses at Albany, Tangent and Tallman, with a total storage capacity of about 500,000 bushels. Sacks are lent to farmers storing with them. When the wheat is brought in, it is cleaned to nake it merchantable, and the screenings are chopped at a nominal rate. A charge for chopped at a nominal rate. A charge for storage is made of 3 cents per bushel up to about January 1; after that, until the next crop comes in, 4 cents is charged, or as long as the wheat is held, and then 3 cents per year. When the wheat is sold they receive about 7 cents per bushel above what the farmers are paid, which includes storage, sacking and delivering on board the cars. Sacking is at the rate made, and the tumbling water swirled and foamed as the steamer plunged into the torrent. In a swift stream the center is always higher than the edges, is practically a dead loss. Of these, about

10,000 have to be patched each season, and are then only fit for holding chop or mill feed.

This company recently had about 200,000 bushels of wheat not sold. There is a loss of \$25,000 on the same, by reason of not selling last August, and to this can be added that sold after the price went down and the interest, especially on that now unsold. It is possible for a farmer to get about 1½ cents more, as net, above what the warehouses pay, the latter being the actual price in market quotations. In order to get this advance, he has to hauf his wheat to the granary, and if kept any length of time, must empty the sacks or his wheat to the granary, and if kept any length of time, must empty the sacks of the mice will damage them. After cleaning his wheat to a merchantable degree, he has to resack, reload and deliver at depot in carload lots, as to ship otherwise would entail a loss. By doing as above he can receive the same price as is paid to the warehouses, unless, as sometimes happens, a pool is made or a sudden call for a cargo of wheat, when a premium is paid above market price. It is understood among farmers that wheat would now bring about 8 cents more per bushel were tonnage rates or charters as low as they were some years ago.

they were some years ago.

Another factor that they understand has some bearing is a combination that consome bearing is a combination that cut-trois the output of a number of Oregon flouring mills, and whose interest natural-ity prompts them to keep down the price of grain. On the other hand, it is to the interest of the warehousemen to keep the price as high as possible. Some mills not the combine are allowing farmers 14 in the combine are allowing farmers 14

in the combine are allowing farmers 1½ cents more per bushel than market rates, in that they charge them but 2½ cents storage in place of 4 cents.

The mills have to figure very closely, and then sometimes not come out more than even, when the best brands of flour bring but \$2.50 per barrel in San Francisco, and out of that has to come 45 cents per barrel for transportation. Allowing five bushels to a barrel of flour, at 40 cents would be \$2. The mills get \$2.50 net for the 100 pounds of mill feed, making \$2.60. Out of this comes the storage, grinding, sacking and delivering on board the cars. Until a larger market opens in the Orient or the Nicaragua canal is constructed, the shipment of flour, as well as wheat. the shipment of flour, as well as wheat, gives no encouragement to the Oregon farmer. His hope is in diversified farming, and in the intensive form; that is, the bighest degree of cultivation. However, Western Oregon even then can never be Western Oregon even then can never be at its best until there is a system of thor-ough drainage, by tiling and otherwise. With a lessened wheat production in proportion to population and farms culti-vated, there will not be the risks taken as was the case last Summer, from unusual

was the case has summer, from unusual rainfall during harvest. More help would be available in securing the crop by stack-ing, etc. A leading Linn County farmer, being asked how the farmers came out with last season's crop, emphatically replied: "Every farmer that raised wheat lest money." The loss was made greater from the fact that the unthreshed grain had, in many cases, to be reshocked, and in some fields the grain was slightly damaged, though there was very little of our grain that did not come up to the stand-ard of 60 pounds to the bushel, and so little going below 58, the lowest for merchantable wheat, that the farmers practic-ally sustained no loss on that account. Owing to our early harvest, and having plenty of threshing outfits, our Winter wheat was largely threshed, and much of it in the warehouses before the rains commenced.
Even under "d'versified farming," that

is, so to speak, a war cry, and one that should be shouted in the ears of every farmer, and, as The Oregonian aptly put it not long ago, "will be worth more to the farmers than 15 to 1," we will always rake more or less of wheat, and as its quality and that of our flour is not ex-celled anywhere in this wide world, there is hope that it and the flour will command a premium in the world's markets Even now there is money in wheat along some lines of home consumption. One bushel is presumed to make 13 pounds of pork, and that, at 5 cents per pound, would bring 65 cents per bushel. It is ridiculous, to say the least, the way we have brought in to us from the Middle West such large quantities of hams and bacon. Let our farmers go into the pork business on a scale that will justify the erection of packing-houses at different points, thus supplying our home market and plenty to spare for other markets with the best of hame, bacon, and profitably getting rid of much of our surplus

wheat as well. tme looms up more prominently than does dairying. The phenomenal success of the Albany Co-operative Creamery Association has set many of our farmers to scratching their heads and pondering the problem whether butter fat, at 27 cents per pound, is not better than wheat at 46 cents a bush-1. The outcome will probably be that in addition to the one at Shedd. creaming stations contributory to the Albany creamery will soon be started at Tangent, Oakville, Lebanon and, pernaps,

other poirts.

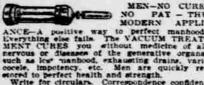
The fruit industry is increasing in magnitude, and the more widely our fruit are known the more certain will be a mar-ket at paying prices. More hay should be raised, especially clover. It will pay better than whent. It 's said that the farmers of Southern Oregon realize more from their alfalfa hav eron than from ter. Eastern Oregon farmers can also raise alfalfa, and with the present and prospective high prices for cuttle, sheep and hogs, will find it profitable to use their grain in raising and preparing them for market, as well as marketing their prod-

dustries, and teeming with population, we will find a home market for all of our products. The anxious look now upon the faces of our farmers will yet give way to the smile of contentment. Linn County farmers are wheeling into line to meet these new conditions. It is hoped there is the same awakening all over our peerles Oregon, my native state

CYRUS H. WALKER.

The Primitive Man. International Monthly. The life of primitive man is certainly

beset with countless perils. Experience has taught but little upon these earlier stages, and almost all phenomena are con sequently referred to supernatural agen-cles. The savage lives in awe of the outer world; witchcraft and sorcery are about the only means at hand to cope with the adverse forces of Nature. Religion has its roots in this original feeling of fear; medicine men and mystery men are the earliest priests. But exorcism is in many cases not enough. Against foes who methods of attack are intelligible, primitive man soon learns to proceed more directly by natural means. There are wild beasts to be slain, noxious creatures to be exterminated and sometimes human rivals to be laid low. In contests such as these physical force counts for more than pre-ternatural power, and, in the ordinary struggle for existence, success usually a tends the efforts of the strong. In the minds of the successful, consequently, wrath comes to follow fear, and whenever victory is in any way possible, retaliation takes the place of the original sense of



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