

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 Astoun, which was one of the first vessels of the Oregon-Asiatic Steamship Company running between Portland and Orient, made a fine record when she picked up the British tramp steamer Waiwaka last Fall.

The value of the Astoun was \$24,000, her cargo \$12,000 and her freight at risk \$23. The value of the Waiwaka was \$69, and her cargo \$50,000. The Astoun was bound from London to Australia, via the Cape of Good Hope, with general cargo, and rounded the point on the 12th, and on the 15th, shortly after noon, the Waiwaka was observed about nine miles to the northward, flying signals of distress, she having been disabled by a heavy gale.

PHILADELPHIA, April 14.—The Hamburg-American liner Brigantia, which went ashore in the mud below Chester Island, in the Delaware River, was floated last night, and today proceeded on her voyage. The vessel sustained no damage.

Domestic and Foreign Ports. ASTORIA, 34 days from Nagasaki. Arrived at 7 A. M. and left up at 11:50 A. M.—British steamer Belgian King, from San Francisco. Sailed Barge Wabougal, in tow of the steamer, for San Francisco. U. S. steamer Perry, for Puget Sound. Condition of the bar at 5 P. M., moderate; wind north; weather cloudy.

NAJADE REACHES PORT. German Ship Makes a Good Run Across the Pacific. The German ship Najade arrived in Astoria at 4 o'clock yesterday afternoon, after a very good run of 34 days from Shanghai. Under favorable circumstances this would hardly be considered a good run, but the weather on the Pacific has been far from ideal.

FIRM FREIGHT MARKET. Lumber Business Still Taking Up Available Tonnage. But one lone ship was reported for new-crop loading during the past week, exporters showing a disinclination to load up with any more tonnage until the crop is secured.

Thackeray at Oxford. Hon. G. C. Broderick. Cardwell told me that he soon after Thackeray's first visit to Oxford he fell in with him at the Athenaeum Club, when Thackeray remarked: "Well, Cardwell, 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 read the letters of which I found that the question on every one's lips was, 'Who the devil is Thackeray?'"

BATTLED WITH RAPIDS

STEAMER SPOKANE ATTEMPTS TO REACH PITTSBURG LANDING.

Forced to Abandon the Trip at Wild Goose Rapids—Removal of a Few Rocks Necessary.

Captain George Conway, superintendent of the O. R. & N. water line, returned Friday from a trip up Snake River as far as Wild Goose Rapids, where an effort was made to take the steamer Spokane up to Pittsburg Landing, but the water was too low for the steamer to go through the "whirlpools," and she was unable to line over the swift water in the main channel.

TONNAGE EN ROUTE AND IN PORT. Vessels Chartered or Available for Grain Cargoes From the Northwest.

Table with columns: Name, Flag and rig, Master, From, Agents or Charterers, Berth. Lists various ships and their routes.

GRAIN TONNAGE IN THE RIVER.

Table with columns: Name, Flag and rig, Master, From, Agents or Charterers, Berth. Lists grain tonnage in the river.

GRAIN TONNAGE EN ROUTE TO PUGET SOUND.

Table with columns: Name, Flag and rig, Master, From, Agents or Charterers, Berth. Lists grain tonnage en route to Puget Sound.

GRAIN TONNAGE ON PUGET SOUND.

Table with columns: Name, Flag and rig, Master, From, Agents or Charterers, Berth. Lists grain tonnage on Puget Sound.

This channel should be more 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.

"When the Spokane was vanquished by the flood, she dropped below the foot of the island and steamed slowly into the other channel. There she made her way cautiously, with two sails or sounding the depth of water at the port and starboard bows. The process of sounding was not satisfactory, for the poles would pass over the rocks below and register five feet of water where there might not be a depth of three feet above the tops of the rocks. The sailors were singing out the alleged depth of the water, and the comparative ease with which the steamer came to a stop and the ominous grinding on the bottom proved that she was fast on a bowlder. The current caught her port bow and she was clear about half past the second time.

It was then decided to tie up for the night, which was done. Before going to their beds the deck hands carried 225 feet of four-inch Manila hawser and coiled it on the deck. It was new rope, and the Spokane was being prepared to shoot a cable rope 12 hours before.

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THE PALATIAL OREGONIAN BUILDING. Not a dark office in the building; absolutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation. Elevators run day and night.

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Advertisement for Stricture, featuring text about medical treatment and contact information for Dr. Currier.