

FLOOD ON THE WAY

Crest of High Water Passes Albany.

LOG BOOM ENDANGERS BRIDGE

Willamette River Much Swollen on Upper Reaches, and Will Rise Four Feet at Portland Before Thursday.

Forecast, Portland and vicinity—Tuesday, rain or snow, southerly winds. The following river stages were reported at 5 P. M.: Portland, 14.6 feet, rise 0.7 foot last 24 hours; Salem, 27.9 feet, rise, 0.9 foot; Albany, 20.7 feet, fall, 0.6 foot; Eugene, 11.4 feet, fall, 1.1 foot. The crest of the flood passed Albany at noon, the stage at that time being 31.5 feet. The river at Portland will reach a stage of 20.5 feet by Thursday morning. Report of Edward A. Beak, Forecast Official.

The swollen waters of the Willamette caused a log jam at the Madison-street bridge yesterday that for a time threatened the safety of the structure. Four rafts, containing nearly 1,000,000 feet of logs, broke from their moorings at the Portland Lumber Manufacturing Company early in the morning, and at 5 o'clock jammed against the nearest bridge—that at Madison street.

Many of the huge sticks continued down the river, but the mass of drift of all kinds rushing down stream took their places, and by daylight the bridge men found a serious problem confronting them. The main span of the drawbridge was entirely blocked by the jam, while the chained timbers of one raft swung 200 yards below the bridge, a serious menace to navigation that has not yet been removed.

Logs and drift of all descriptions have been rushing down the swollen Willamette for the past four days, and as the rising waters increased their velocity many small jams were formed and the steamboats were forced to keep a bright lookout to avoid collisions. During the early morning several logs or a mass of drift with considerable power behind it struck a dolphin at the mill of the Portland Lumber Manufacturing Company with sufficient force to tear the bunch of chained upright piles from their hold in the mud, and thus let loose the four rafts tied to the anchor.

While the rope was being readjusted the jam began to grind, and as the cut in the key log opened slowly, the big jam, grinding, snapping and swaying, started down stream. This was at 2:30 o'clock, and the pier had for over an hour been in actual danger, for the strain upon it was tremendous. Superintendent Keith, who managed the removal of the jam, says that the greatest danger occurred at 3 o'clock. The bridge remained open during all the time, as it was thought sufficient warning could be given to the pier make any signs of danger. The crowd, which had stuck manfully to the scene during the whole day, breathed a sigh of relief as the mass passed under the bridge, headed for Astoria and the blue Pacific.

Before drifting a mile the jam had well broken up, so that the steamers waiting down stream may with vigilance catch most of the big logs in the mass. The mill heard nothing of them during the day, but the greater part of the logs were certainly captured.

All the drift which has encumbered the face of the river for the past several days is from the Clackamas and Molalla Rivers, for none of the flood from the Upper Willamette and its tributaries has as yet passed Portland. The crest of the high water sailed past Albany yesterday afternoon, and is due here Wednesday afternoon or evening. If the water does not fall rapidly in the meanwhile more than 30 feet above normal will sweep over the lower docks Thursday. Many of the lower floors are already under a few inches of water, and a rise of four feet will cause much inconvenience and probably some loss along the water front. The gauges read 17 feet above the normal last night, and the water was still slowly rising. This freshet is now almost equal to that of last June, and is of unusual height for January.

WISER, BUT SHE FELL.

Maiden Rescued From Beneath Wheels of a Street-Car. "Oh, no, you don't get my name. It would be in the papers," said a fair maiden of 18 Summers yesterday, after she had been knocked down by a street-car and rolled over in the mud. "But," said the man who had rescued her from beneath the car, "in case you can't find me," and she smiled sweetly, as she thanked him for his heroic efforts in her behalf.



LOG JAM ON WEST SPAN OF MADISON-STREET BRIDGE—LOOKING UP-STREAM.

rolc efforts in her behalf. "All the girls would have the laugh on me, and some of the boys," hesitatingly, "would never get tired of joking me." "From the country?" suggested he. "Looks like it," and her face flushed. "That's my car. Awful good of you. Now don't watch which car I get on," and the hero tipped his hat and walked up the street.

Two maidens had been standing on the corner of Third and Morrison streets. It was just 6 o'clock and a large number of people were waiting for a car to take them home. "We must cross the street," said the first maiden. "Wait," said the second, who noticed an approaching car. Her companion did not heed the warning and hurried across the track. The second maiden was not content to remain on one side of the car while her chum was on the other, and attempted to follow.

The motorman all of this time had been throwing his lever first in one direction, and then in another until his strong right arm was almost in a state of complete tetanus. He finally made up his mind that the girls had decided to stay where they were until he passed, threw the lever ahead and stretched out his arm, signing contentedly at the relief thus afforded. Just then he noticed the girl trying to cross, and with a bloodcurdling yell seized the lever and reversed the power.

"The girl will be scared to death if she isn't killed," said a bystander sorrowfully, and many willing hands rushed to the rescue of the fair one. The car had stopped just as the fore wheels of the truck were touching her body and aside from the scare, and damage to her dress, she was none the worse for the accident.

Champagne Importations in 1902 aggregated 260,788 cases, of which 125,719 cases were G. H. Mumm & Co.'s Extra Dry, being over one-third of the total. Quality alone is responsible for this phenomenal showing, and the 1888 vintage now being imported is unsurpassed.

TAX LEVY WILL BE HIGH

TOTAL FOR THE COUNTY OF 38 MILLS IS IN SIGHT. If Appropriation Measures Before Legislature Pass, This Amount May Be Increased. The total tax levy for the present year, if all measures for Portland appropriations now before the Legislature pass,

Table with 2 columns: Category and Mills. Includes State School, City, School district No. 1, Port of Portland, Fireboat, Total, and various numbered items.

will be very high. Levies so far are as follows: State School, 2; City, 2 1/2; School district No. 1, 4 1/2; Port of Portland, 1 1/2; Fireboat, 1/2. Total, 13 1/2. With the county and road levy yet to make, there is a total levy of about 37 or 38 mills in sight.

The Legislature is considering a bill for an appropriation of \$400,000 to build a new bridge at Morrison street, the Port of Portland wants authority to make a special levy, and the citizens of Albina demand money to build an additional ferry-boat. Sellwood is also clamoring for a ferry.

County Clerk Fields, speaking regarding the matter yesterday, said: "The Morrison-street bridge bill provides for issuing bonds, and there is nothing in the measure about a tax levy. There is a special act of the Port of Portland to get some more money, and the free ferry bill provides for a special tax levy. I don't think these bills will pass in time to be included in the levies this year. The levies all have to be in by February 1. I will not place any on the tax roll after that."

County Clerk Fields has received all of the tax levies from school districts in this jurisdiction. In many places improvements are to be made quite extensively, and a considerable tax is demanded. The levies of the various districts in mills are as follows: No. 1, 4 1/2; No. 2, not heard from; No. 3, none; No. 4, none; No. 5, 2; No. 6, 3; No. 7, none; No. 8, none; No. 9, none; No. 10, none; No. 11, none; No. 12, 4; No. 13, 2 1/2; No. 14, none; No. 15, none; No. 16, 30; No. 17, none; No. 18, 15; No. 19, none; No. 20, not heard from; No. 21, 10; No. 22, 7; No. 23, none; No. 24, none; No. 25, 30; No. 26, none; No. 27, 10; No. 28, none; No. 29, 2 1/2; No. 30, not heard from; No. 31, none; No. 32 to 35, none; No. 36, 7 1/2; No. 37, 8; No. 38, 4 1/2; No. 39, none; No. 40, 2; No. 41, none; No. 42, none; No. 43, 2; No. 44, none; No. 45, none.

WASHINGTON, Jan. 26.—The fortifications appropriation bill, reported to the House today, carried \$7,693,943, being \$305,022 less than the current law. The bill contains no new legislation.



LOG JAM SEEN FROM BELOW MADISON-STREET BRIDGE.

'PHONES FOR FARMERS

COMPANY WILL PLACE SWITCHBOARD AT FAIRVIEW. Suburban System Will Be Established for Residents Along Sandy and Base Line Roads. The Pacific States Telephone Company has made arrangements to establish a switchboard at Robert Hofer's store in

Fairview, for the accommodation of the farmers in that part of the county. Mr. Hofer said yesterday that he was expecting men out there at any time to put in the switchboard, and put up the lines and telephones.

A considerable number of farmers have already subscribed, and others have promised to use telephones as soon as the lines have been put up. It will be a suburban system for the farmers along the Sandy and Base Line roads, and the districts between. It will connect them with Portland, Troutdale, Terry and give local communication in the neighborhood. There will be no such thing as isolation at the farmhouses which have telephones, for the farmer's family can talk with other residents of the district at any time without having to travel miles to do so.

Mr. Hofer says the long-distance rates are the same as usual, but for the use of private 'phones at the farms, the charge will be 50 cents a month. However, this will depend on the number who use them. If a sufficient number subscribe, the cost will be only 30 cents.

DEATH OF S. P. McCauley. Was the Oldest Mississippi River Pioneer Pilot Living. S. P. McCauley, an old resident of the East Side, who for 40 years was a pilot and steamboat officer on the Ohio and Mississippi Rivers, died yesterday afternoon quite unexpectedly at the home of his daughter, Mrs. J. L. Shute, corner East Sixth and East Mill streets. He was 81 years of age. For some time he had been in his usual health, although quite feeble from extreme old age. Sunday he was able to attend services at the First Christian Church, but during the night was attacked with severe pains in the side of his head.

Mr. McCauley was the oldest living Mississippi steamboat pilot at the time of his death. Before steamboats were run on the Mississippi, he was a flatboatman and learned the river thoroughly. When the keelboats were run, he was in the boating business, and when steamboats were built and displaced the keelboats, he found employment as pilot on the first

boats. During the Civil War he piloted warboats on the Mississippi River for both the Union and Confederates, and saw some lively times when General Grant was in command of the department. He is survived by his wife, to whom he was married more than 50 years ago, and two daughters, Mrs. J. L. Shute, Portland, and Mrs. Gertrude Mark, Louisville. He was the grandfather of District Engineer Lee Holden. The funeral arrangements have not yet been made.

Taken to St. Vincent's Hospital. Wallace, the 4-year-old son of Mr. and Mrs. Robert Hofer, of Fairview, was brought again to St. Vincent's Hospital yesterday for treatment for injuries received two weeks ago while boarding the boat at Fairview for Portland. The boy accidentally got his right leg between the platforms of two cars, and before his mother could release him, his leg was badly crushed. He was taken to St. Vincent's Hospital for a few days, and then taken home. As he did not recover as expected, and there seemed to be some injury to his hip, Mr. Hofer decided to bring him back to the hospital. His mother is attending him. Mr. and Mrs. Hofer formerly lived on the East Side.

Will Take School Census. The committees appointed by the mass meeting held in the Union Church, in Mansfield addition, to take steps to form a new school district, held a meeting last evening at the home of William Purdy, chairman. Plans were laid to take the census of the school children for whom money is now being received in either Russellville, South Mount Tabor or Montavilla, and who do not attend any school. This will be done to show how many pupils the new district would contain. If a district is formed, the Union Church building, which is centrally located, will be used temporarily for school purposes. More than half of the children in the neighborhood do not attend any school and some attend a private school, for which their parents have to pay tuition.

East Side Notes. The annual election of officers of the Sellwood Alumni Association will be held this evening. Miss Della Campbell is the present president. The new officers will be installed next Monday evening, when the public reception to the graduating class from the Sellwood School will be given.

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Advertisement for Dr. W. Norton Davis & Co. featuring a portrait of Dr. Norton Davis and text: 'MEN ONLY THE VALUE OF EXPERIENCE'.

Advertisement for Dr. W. Norton Davis & Co. listing various medical conditions: 'CONSULTATION', 'VARICOCELE', 'WEAKNESS', 'STRICTURE', 'Specific Blood Poison', 'Contracted Disorders'. Includes contact information: '145 1/2 SIXTH ST., COR. ALDER Portland, Or.'

Advertisement for 'LAZY LIVER' featuring 'Cascarets' and 'THEY WORK WHILE YOU SLEEP'. Includes text: 'I find Cascarets so good that I would not be without them...'.

Advertisement for 'THE HAIR BRUSH' by The Herpicide Co., Detroit, Mich. Text: 'Breeds Dandruff, Which Causes Falling Hair and Finally Baldness.'

Advertisement for 'NONE BETTER MADE SEE YOUR HATTER McKibbin Hats'.

Advertisement for 'Dr. Lyon's PERFECT TOOTH POWDER' and 'ROYAL BAKING POWDER Absolutely Pure THERE IS NO SUBSTITUTE'.