

# TAHOMA IS HELD FAST BY ICE PACK

Passengers Abandon Steamer, Cross Columbia to Land and Take Train Home.

## FOOD AND FUEL AMPLE

Other Vessels Get Through Floes Without Much Difficulty, but a Freeze Is Expected at Points on Upper River.

River conditions were far from improving following yesterday's snow storm, and masters of steamers on the Lower Columbia River run said the snow appeared to freeze soon after it struck the water, adding to large cakes of ice already running above St. Helens.

On the Middle Columbia the steamer *Tahoma*, of the People's Transportation Company, is frozen in at the point near Cape Horn. She was on her way to Portland and could not be reached Thursday afternoon at Cascade Locks in time to warn Captain Nelson that the river was blocked at Cape Horn, where the steamer Dallas City was continually stuck back.

Passengers were sent across the ice to the Oregon side and reached home last night by train.

Matt Sanders, Portland agent for the line, was advised yesterday by long-distance telephone of the predicament of the *Tahoma* and was told that she had fast and stood ashore, so those on the crew needed to stand by him to care for her.

Steamers sailing between Portland and Canada managed to get through yesterday without material trouble. Captain Habbidge, of the gasoline carrier *Eria*, arriving from the lower river yesterday, said the ice was still moving running between the mouth of the Willamette and St. Helens, with numerous large cakes that the vessel avoided.

Captain Habbidge said he fully expected there would be a freeze on the lower river by today unless the temperature rises. Captain Henry, of the Henderson, reached here with two freight cars from Oak Point, reported ice running as far as Warrier Rock, but not sufficient to bother the Henderson.

He is said to be running in the Clackamas and Snake rivers, with comparatively low temperatures prevailing.

So far the steamers Dallas City and *Walla Walla* are the only ones of the river fleet to suffer from the ice condition.

## INVERIE LOADS AT EUREKA

Nisus Marx to Carry Nitrates in Interest of Dupont Powder Company.

Shipping interests feel encouraged that more tonnage ready for delivery is in store, for the use of the allies in railroad construction, will be cleared shortly through the fact an easier feeling appears to prevail as to vessels, the steamer *Inverie*, which reached Eureka from San Francisco, having received orders yesterday from the British Admiralty to proceed to Eureka and load a part cargo of redwood ties, finishing at San Francisco.

The Japanese steamer *Nisus Marx*, bound over from San Francisco with a part cargo of sulfur, has arrived in the service of Millett & Company, to be turned over to Comyn, MacCallum & Company, and then to the Dupont Powder Company, who having been referred to the latter firm and no doubt will be sent to a nitrate port on the West Coast, will take the *Comyns*.

So far only two ships are loaded for the Columbia River to load ties, the *S. Veronis* and *Grecian Castle*, but firms having other cargo are daily awaiting advices of more ships being provided.

## LOGGING CAMPS START UP

Operations Take on New Life Along River After Holiday Period.

Steamboats are reported of former days on the Columbia were busily logging camps were in full swing, owing to the heavy travel noticed during the holiday period. The steamer *Harvest Queen*, which carried the largest passenger list Thursday night since summer, The opening of logging camp at Cathlamet and Grays River was said to be one reason for the early start.

There were more aboard last night, also on the steamer *Lorraine*, leaving yesterday. It is understood that camps at Hillsboro are to resume as soon as snow disappears, and at other points the felling of big timber is to be undertaken when the weather settles. Improved conditions in the lumber market and prospects for additional business bids fair to bring more camps into the active list.

## SEA POUNDS WRECKED DREDGE

Salvage of Machinery on Stranded North Bank Rushed.

**HOOD RIVER, Wash., Jan. 7.**—(Special)—Work of salvage on the wreck of the big dredge North Bank, which was driven ashore on the beach about seven miles south of the Grays Harbor entrance a few weeks ago, has been begun by the steamer *Harvest Queen*, of this city. The work is being rushed, as the dredge is beginning to break up under the pounding of the heavy surf which has been running a good part of the time since she was on the beach.

The dredge lies on the beach about midway between high and low tide lines, and at every high tide the water breaks over her. Operations must be carried on between tides. All the light machinery has been taken out, and heavy machinery will be out by Sunday.

## STEAMER CONTRACT IS LET

Lumber Freighter to Be Built at Hoquiam for Coast Trade.

**HOQUIAM, Wash., Jan. 7.**—(Special)—A contract has been let by the E. N. Wood Lumber Company, of San Francisco, to the Hoquiam Shipbuilding Company, of Hoquiam, for the construction of the first motor lumber freighter yet built for the coasting trade. The steamer will be built complete boat, including installation of her machinery, and will be twin-screw, with engines of the internal combustion marine type, similar to the semi-Diesel.

The steamer will have a lumber-carrying capacity of 1,200,000 to 1,200,000 feet, and will be used in the trade between Hoquiam and Mexico, Panama,

the West Coast, Hawaiian Islands and Alaska.

## MUSSEL CRAIG BOUND HERE

Bayard Unloads Ballast, and Port Caledonia Starts Wheat.

Numbered with the grain ships to get away in the morning will be the Norwegian steamer *Mussel Craig*, which comes from Valparaiso January 8, says a message to the Merchants' Exchange. The vessel is of 1,871 tons net register and is under engagement to Straus & Co. Of the fleet in port the French bark *Barbar*, a recent arrival from Iquique, Chile, will dock at the Clark Willamette mill and is to be ashore about the middle of next week. The Russian bark *Port Caledonia*, which went to Irving dock a few days ago, has completed part of her repairs below deck and yesterday the fir of her engine was started aboard, one gang of workmen being employed.

Wapama Gains on Klamath.

Captain Foddar has shown what the steamer *Wapama* is capable of on the way from San Francisco, having left the Columbia at 8:45 o'clock Tuesday morning, 45 minutes after the Klamath, of the same line, got away, and she reached the Golden Gate at 2 o'clock Thursday afternoon, an hour ahead of the Klamath. The steamer *Wapama* for Mazatlan, both laden with timber and pilings for Mexican railroad work. When bound here from San Francisco to load they left there an hour apart, and maintained the same relative positions on the run to the river.

**CODFISHERS WANT INCREASED SCALE.**

**SEATTLE, Jan. 7.**—Two hundred codfishers attended a meeting last night, took up a resolution and agreed that the fishers should sign with any codfishing vessel for less than \$20 a thousand for all fish taken, and that \$50 run money should be demanded by each fisherman working as a member of the crew on the round trip voyage to the fishing ground. Vessel owners say the new wages demanded are an increase of 40 per cent over last year.

Turbine Heads for Islands.

A radiogram last night advised the position of the Great Northern on her way from San Pedro to Hilo. When the H.H. liner got away from San Pedro she carried 457 passengers and every available berth space was occupied.

There was a big cargo for island ports and the presence of 25 automobiles aboard caused the tourists to make the most of their opportunities.

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## PRICE OF HOGS RISING

ANOTHER TEN-CENT ADVANCE IS RECORDED AT YARDS.

**Top Grade Sells at \$6.70, WHH Bulk of Sales at \$4.55 to \$6.05—Other Lines Quiet.**

There was not much stock offered at the yards yesterday, but everything was well taken care of. There was enough business in the hog division, however, to establish that market on a higher level, a ten-cent advance being noted, with the sale of 1,000 hogs at \$6.70. The bulk of sales were at \$4.55 to \$6.00.

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