

IN MIDST OF STORM

Schooner Hugh Hogan Off the Bar for Eighteen Days.

CREW GLAD TO REACH PORT

Captain Hallquist Says He Never Encountered Such Terrible Weather Conditions Before in 19 Years of Sea Life.

"There will be sunshine for many a day, I hope, before I again run into such terrible weather as that we encountered off the Columbia River just before the beginning of the New Year," said Captain M. A. Hallquist, master of the schooner Hugh Hogan, yesterday in relating his experience while trying to make port during

that frequently confront the service, by reason of its not being adapted to the new conditions that have been created. One matter that he urges should be given immediate attention is the carrying of crude oil on passenger steamers. Crude oil is highly inflammable and he believes restrictions should be placed on low-test oil which will flash at the ordinary summer temperature of the atmosphere. The report also recommends the inspection of any and all power boats engaged in the pursuit of carrying for hire. The construction of fire-proof river steamers is also suggested, although this matter is still in its experimental stage.

CUTS NEW CHANNEL. Old Willamette Seeks Straighter Path to Ocean.

David B. Ogden, assistant United States engineer, returned from Corvallis yesterday where he went to investigate the report that the Willamette River was leaving the old channel and cutting across a field and thereby saving about two miles on its way to the ocean. Mr. Ogden found the report correct although somewhat exaggerated but will be unable to do anything to arrest the old river at the present time owing to the high water. Nothing can be done until the water recedes to

TRIP TO CALIFORNIA

List for the Excursion is Now Completed.

TO LEAVE NEXT SATURDAY

Number Has Been Increased From an Original One Hundred and Twenty-Five to One Hundred and Seventy-Five.

The special train which is scheduled to leave Portland next Saturday at 7 P. M. will carry a much larger number of excursionists on the California trip, under the auspices of the Oregon Development League, than was at first expected. One hundred and twenty-five was

JANUARY CLEARANCE SALE Money-Saving Specials. Home Furnishers' Opportunity Great Sale of Sample Dining Tables



For the next ten days we place on sale our entire line of sample Dining Tables, both in round and square tops. Having decided to carry an entirely different class of table the coming year, we shall sacrifice every table in stock, samples and all. Here is an opportunity to possess a high-class table at a great saving in cost and on the most advantageous terms—\$1.00 down and \$1.00 a week. If you need a Dining Table, do not longer hesitate—it is yours for the asking. Glad to accommodate you with easy payments. A few of the many styles are shown here. We ask you to call and inspect others. All must go to make room for a different make of table. Early choosers will have best choice.

SELECT YOUR TABLE NOW

Are you considering the furnishing of a little home of your own? Then you should start right by selecting your family table while this money-saving sale is on. The family "Dinner Table" what cherished memories cluster about that sacred board! The dining table is the one piece of furniture that draws all members of the household together at least once a day—a happy occasion for social communion, pleasure and profit. It is where we entertain our dearest friends and bestow our warmest hospitality. It is the altar of good cheer, and accordingly should hold an exalted place in every household. The dining table should be the best gift one can bestow on the home.



AT \$1 DOWN, \$1 A WEEK. We place it within the power of all who take advantage of this offer to grace their homes with tables of the very highest grade, without a blemish, perfect in materials and workmanship, and built to last a lifetime. An opportunity equal to this will not occur again soon.

This cut was made from photograph and represents a beautiful solid oak table that sells regularly for \$40. It is made of the finest selected kiln-dried oak. Being perfectly seasoned, it is proof against warping. The top is made of beautiful quarter-sawn golden oak of the most delicate flakes. The matching of the grain is nearly perfect. To add to the natural beauties of the wood the hand of the artist has given it a polish equal in finish to that of a high-grade piano. The top is 48 inches in diameter and the pedestal divides and allows the table to be lengthened out to eight feet. It is strong and substantially built, and there is no danger from tipping. The feet are handsomely carved and the table, when closed, makes a beautiful centerpiece for any dining-room. We have six other tables very much like this one in design, all of the same value and high-grade finish, which will be sacrificed at the same price. Any of these fine tables may be yours on the easy-payment plan.

No. 645—The outline cut above tells the whole story. The table is made of solid oak, top is 48 inches in diameter and is 4 feet high, but 4 feet 8 inches. It has always sold for \$21, but our clearance sale price is \$16.00

No. 644—This is a square-top, solid oak table, 6-foot extension, which we quote at \$19.00. Other tables for \$13.50, \$20.50, \$7.00.

No. 205—This is a beautiful high-grade suit, which is not given justice in the picture. It is elaborately carved and highly finished. The dresser is a handsome piece. It has a shaped serpentine front and a large 21x30 French bevel mirror, cast brass handles and locks. All the drawers in this line have double tops and heavy bases. The top is 21x44 inches and is a perfect piece of solid quarter-sawn oak, with most beautiful flakes. The top is elaborately carved and as beautifully finished as the dresser; has solid quarter-sawn oak head and foot and raised panels, and is 4 feet high, but 4 feet 8 inches. The commode is also made of solid quarter-sawn oak and is finished in the same perfection. This solid oak suit has always sold for \$75, but our clearance sale price will be \$60.00

No. 206—This is an unusual bargain, as you will admit upon inspecting it. It is made of solid oak, most beautifully flaked by the quarter sawing of the wood. The mirror is a large French bevel plate, 21x30 inches. It has a beautiful design in the shaping. A type of dresser out of the ordinary. The top is 26x48 inches, drawers large and fitted with cast brass pulls and locks. The regular price (owing to exceptionally good buy on our part) has been only \$29.95. Our clearance sale price is \$23.50

\$1 Down \$1 a Week



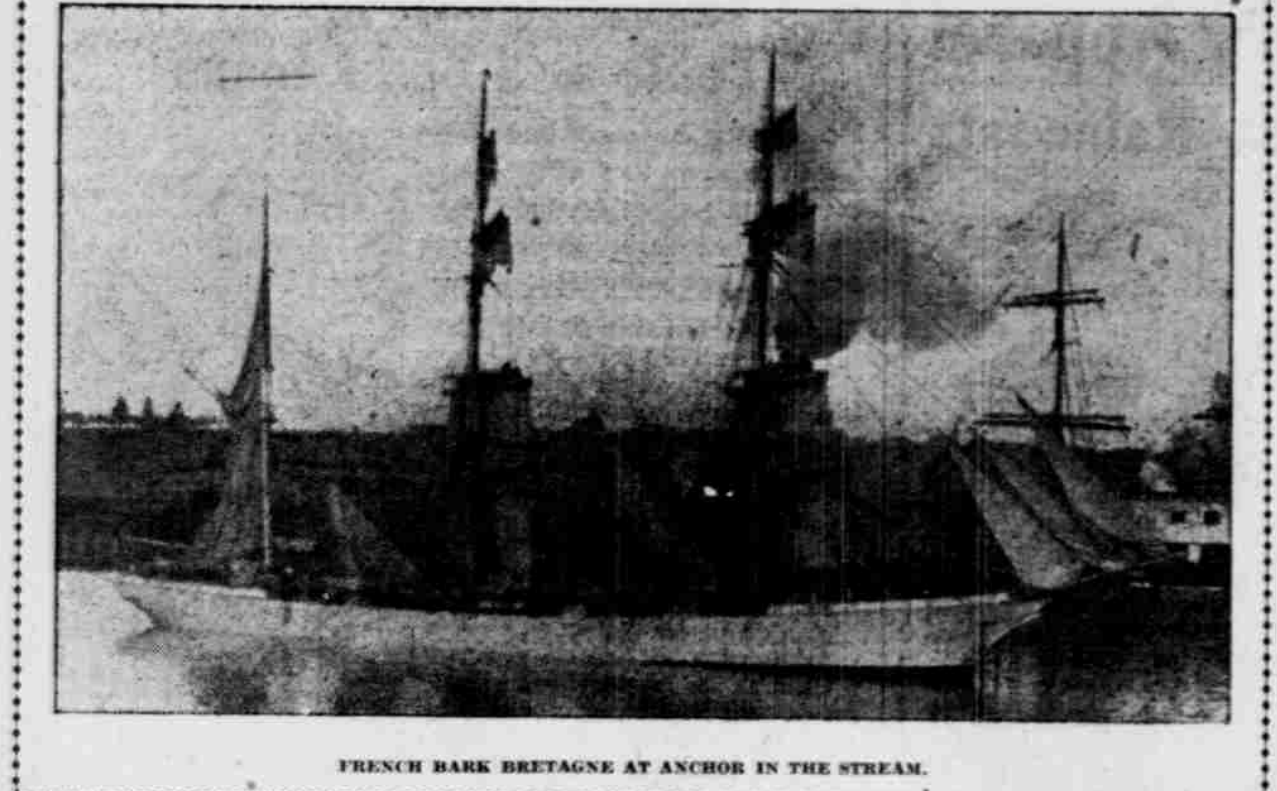
Everything in the House Reduced

No. 301—A very pretty little Princess Dresser, polished until it is as smooth as glass, has two swell-front drawers, with handsome brass trimmings, large oval French plate mirror, 38x17 inches, top 26x21 inches; regular price \$25.00—Special \$21.00



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VESSEL DETAINED IN THE HARBOR BY MUTINOUS SAILORS



FRENCH BARK BRETAGNE AT ANCHOR IN THE STREAM.

the height of the storm which swept the entire North Pacific Coast a few days ago. The storm was felt even far inland, and was put down for one of the worst in the history of the country, but only those who were at sea have a correct idea of the terrific velocity of the wind and the frightful size of the seas that piled up and ran in boiling surges, accompanied by deafening peals of thunder. That the 40-ton vessel lived through it all is considered a miracle, for she was in the midst of the storm for 12 days, rolling and pitching so fearfully that even the hardened tars began to wonder if going to sea is not a foolhardy proposition after all.

MUTINY IN THE HARBOR.

Sailors of French Bark Bretagne Assault Captain Henry.

Captain Henry C. Labbe's word of advice and warning had no effect upon the disgruntled sailors of the French bark Bretagne, and the expected mutiny broke out yesterday morning while the vessel was in the stream ready to proceed down the river in tow of the steamer Oklahoma. The sailors refused to turn to when Captain Henry ordered them to give the hawser to the towboat, and instead pounced upon him as he started to carry out the order himself. He was knocked down on the deck and warned not to make another attempt to get the vessel underway. In order to avoid further trouble, the officers of the Oklahoma gave the signal to cut loose, and the towboat returned to her berth, leaving the bark at anchor in the stream. She will remain there until word has been received from the owners, who were advised of the trouble by cable. Consul Labbe held another investigation during the day and learned that the sailors will not go to sea unless Mates Hoteller and La Danville are discharged. The captain holds that the officers are perfectly satisfactory and competent, but the sailors refuse to work under them. Three of the crew were being held by the local police, but the mutineers refused to participate in the mutiny.

the original number of passengers expected to be accommodated, but the idea proved so immensely popular that it was found necessary to add extra Pullmans, necessitating two diners and extra equipment. The increase in accepted excursionists brings the list up to 175 persons, including Governor Chamberlain and President H. M. Calkins, of the Portland Commercial Club. About 40 per cent of the party are ladies, who are either accompanying their husbands or availing themselves of the opportunity of seeing California with the Oregon Development League at special excursion rates.

It has been definitely decided that the lists are now closed, and that it will be impossible to accommodate any more persons desiring to go on this trip.

List of Excursionists.

There is a waiting list sufficient in number to fill another Pullman, but owing to the difficulty in accommodating them with meals and other requirements it has been decided to close next Saturday evening with the following members: Ludwig Wilhelm, Mrs. A. E. Butler, Mrs. M. H. Pittcock and daughter, P. N. Leadbetter and wife, H. P. Poland and wife, Ashland; J. C. Gripper, George Jacobs and wife, R. B. Sakin, Eugene; J. A. Jennings and wife, C. K. Spaulding and wife, Salem; Mrs. J. M. Ralston, Albany; E. L. French, Mrs. J. W. Shafford, P. E. L. Jacobson, J. B. Davidson, Mr. and Mrs. W. H. Hoffman, Eugene; Joseph Brooks and wife, Will H. See and wife, E. B. Holmes and wife, W. C. Miller, Baker City; W. W. Calkins and wife, Eugene; Mrs. G. R. Chrisman, Eugene; C. R. Higgins, Astoria; John Griffin, Astoria; Mrs. Kuhn, W. G. Brown and wife, C. L. Parrish and wife, Salem, P. J. Raley and wife, Joseph M. Healy, H. Bamberger and wife, Baker City; A. Wright, Union; J. H. McClung, Eugene; Mrs. William Den Gilbert, Astoria; E. May, wife and daughter, S. May, Fred Chambers and wife, Eugene; Dr. Sanford Whiting and wife, J. M. Albany; E. W. Langdon, Albany; H. Clausen and wife, Jr., George Bamford, John Gratke, Astoria; George E. Chamberlain, A. B. Marley and Patton, Miss Emily Blackman, Hepler, F. K. Arnold, William Den Holm, H. H. Newhall, A. M. Cronin and wife, William McMurray, Tom Richardson, Mrs. Frances M. Hudson, G. L. Peaslee, Mrs. E. M. King Wilson and wife, M. B. Wakeman, Astoria; Seufert, The Dalles; Henry Westerman and wife, P. B. Potter, F. W. Arvas and wife, Dr. A. W. Moore, J. H. D. Bogun and wife, La Fayette; Holmes; Dr. F. W. Harris, Eugene; H. M. Calkins and wife, A. F. Wheeler and wife, Albert Follenhofer, Eugene; W. F. Wright and wife, Union; W. S. Beattie and wife, two boys; W. H. Moore and wife, Mrs. E. Water, Salem; Mrs. George Waters, Salem; A. H. Averill and wife, E. O. Blanchard and wife, G. E. Mullins and wife, Hood River; M. Hoff, Baker City; L. J. Shell, P. J. Armstrong, A. M. Lovelace, E. Wray, Dr. H. W. Coe and wife, C. J. Cook and wife, J. W. Waite and wife, L. E. Kern and wife, J. M. Thayer, Farmington, Wash.; J. H. Albert, Hal E. Patton, Miss McCuller, Salem; J. W. McAllister and wife, Le Grande; W. F. Fildner, Captain George Astoria; A. O. Hall; J. Q. A. Bowley, Astoria; Mrs. Frances M. Harvey, Hubbard; W. W. Plympton and wife, Charles Smith, Mrs. W. Harvey Wells; A. N. Moore, Salem; J. E. Ferguson and wife, Astoria; Mrs. Grace K. Ames, R. Silverfield and wife, Frank E. Dooler, Dr. Gustav Barr, Simon Harris, N. A. Perry and wife, D. W. Price and wife, Scappoose; Miss Beryl Graham, John F. Sharkey and wife, Amos A. Morry, W. E. Davidson, Boise, Idaho; Harry Labowitch; E. J. Fry and wife, Salem; H. B. Parkey, Astoria; Mrs. E. Wendling, Mrs. E. D. Watts, Scappoose.

splendid opportunity to get acquainted with the members of the party. Various new features are coming to the surface in the arrangements of the trip. For example, those desiring to do so can stop at Santa Cruz on the return trip. The side trip to the big trees over the narrow-gauge road may be made simply by presenting excursion tickets, which will be honored without extra charge. The wives, the meals at California's most magnificent hotels (none of which will cost over \$5 through special advance arrangement), the meeting of California's most representative and distinguished residents, will make up a journey delightful in every sense.

off Cape Flattery. The ship came around here from Cardiff, Wales, loaded with coal. Captain Park Hills stated that he saw the bark Pass of Astoria, which was wrecked December 24, two days before she went ashore, drawing all hands. His ship was caught in the same storm, but, being heavily loaded, he was able to beat to sea. The vessel will load grain for Europe.

Northland went to Inman, Poulsen & Co.'s mill to load lumber for a return to Tongue Point, on her way up the river. The big British steamer Klerick is due to arrive from the Orient, she comes under charter to load lumber for Australia and will receive her cargo at the mills of the North Pacific Lumber Company. It is reported that the steamer Zealandia, of San Francisco, will tow the old O. R. & N. steamer Olympian to New York, and will receive her cargo at the mills of the North Pacific Lumber Company. The Zealandia is a large steamer, 317 feet long, and having a net register of 1718 tons. She, too, has been bought by Mr. Dimon, of New York, who purchased the Olympian.

The steamer Jeanie arrived from San Francisco and Los Angeles early yesterday morning and will sail this afternoon at 1 o'clock, from Columbia dock. The Rose, of the same line, is expected to arrive about the 17th. First Officer Anderson, of the steamer South Bay, fell and sustained some severe bruises while superintending the handling of freight yesterday, but refused to be taken to a hospital, and is being nursed in one of the staterooms on the steamer. He is expected to be out and well in a few days.

STEAMER INTELLIGENCE. Table with columns for ship name, origin, destination, and date.

their lot with Captain Hallquist, when the anchor was let go in the bay off Astoria. Having left San Pedro in the latter part of November, the bark was brought up at Astoria after having drifted by dangerous Cape Flattery far to the north, no less than three times, and almost under bare poles. She is now receiving lumber at Rainier for San Francisco.

"We had orders to put into Tillamook for cargo," Captain Hallquist explained, "but on condition could do so without great loss of time, otherwise to proceed to Rainier. Having waited outside for four days without sighting a tug, we stood off the Columbia Bay, and the storm followed us with increasing fury. I have spent 19 years sailing the coast, but never before ran into such weather as that we encountered off the bar. The barometer kept on the jump from 30.5 to 32.0 every 24 hours, and with the high tides came terrific squalls that split our sails and made it impossible to chance making port. We were within seven miles of North Head when the weather bureau station was wrecked, and that night was certainly one that we will always remember. To say that it was pitch dark is putting it mildly, and this added to the horror of the awful flashes of lightning that seemed to burst simultaneously from the heavens from every quarter, illuminating the surroundings and bringing into view a number of other vessels that were riding out the storm. Two big square-riggers were holding their own under two lower topsails, and one of them narrowly escaped going on the sands. We were glad when the thunderstorm broke loose, however, for we knew it meant the climax, and that a change for the better was sure to follow. And so it did." The schooner was well provisioned for the long voyage might have proved more disastrous.

Domestic and Foreign Ports. ASTORIA, Jan. 6.—Condition of the bar at 5 P. M. moderate; wind, east; weather, clear. Arrived down, S. A. M.—British ship Wray Castle. Arrived at 8:30 A. M. and left at 11 A. M.—Steamer Canina, from San Francisco. Sailed at 9:45 A. M.—German steamer Arabia, for Hongkong and way ports; British steamer Stratton, for Yokohama and way ports; French ship Hoch, for Queenstown or Falmouth. Sailed at 10 A. M.—British bark Orestes, for Queenstown, Falmouth or Plymouth. Arrived at noon—British bark Afon Alaw, from Junin; arrived at 2 P. M.—Schooner Admira, from Victoria at 2 P. M.—British ship Clackmannanshire, from Salina Cruz.

San Francisco, Jan. 6.—Arrived at 8 A. M.—Steamer Cascade (Jorgensen), 6 days from Portland; steamer Nebaskan (Wesden), 54 days from Kahlui; steamer Unatilla (Sandberg), 80 hours from Victoria and Puget Sound ports; British cable steamer Rooster, 9 days from Honolulu. Sailed—French bark MacMahon (Lacoff), for Hongkong and way ports; schooner Roy Somers (Scoland), for Port Townsend; schooner Roy Somers (Scoland), for Port Townsend; schooner Roy Somers (Scoland), for Port Townsend.

San Francisco, Jan. 6.—Arrived—Steamer Reserver Arabia, for Hongkong and way ports; Kahlui; steamer Cascade, from Portland; Unatilla, from Victoria, via Puget Sound ports. Sailed—Schooner Roy Somers, for Gray's Harbor; steamer, for Port Townsend; steamer City of Sydney, for Anaco; Samatana (Park), to Melbourne.

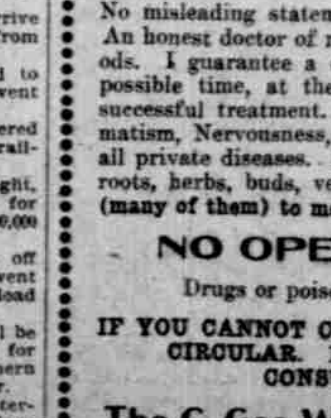
RECEPTION BY COMMERCIAL CLUB. A feature of especial interest in connection with this excursion will be a reception given by the Portland Commercial Club Friday evening, January 12, from 8 to 11 o'clock, to which all the excursionists are invited. In fact, the reception is given in their honor, and to the Oregon Development League and Oregon Press Association. It will be a gathering of most notably representative of all Oregon. Most of the excursionists will come to Portland in advance for this occasion, which is a

Inspector-General Usher Believes in Guarding Against Accidents. In his annual report to the Secretary of Commerce and Labor for the fiscal year ended June 30, 1905, Supervising Inspector-General George Usher of the steamboat-inspection service, recommends a general revision of the steamboat-inspection laws to bring them in conformity to the wonderful changes and improvements in steam navigation during recent years. He holds that the law in force now does not fully provide for emergencies

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