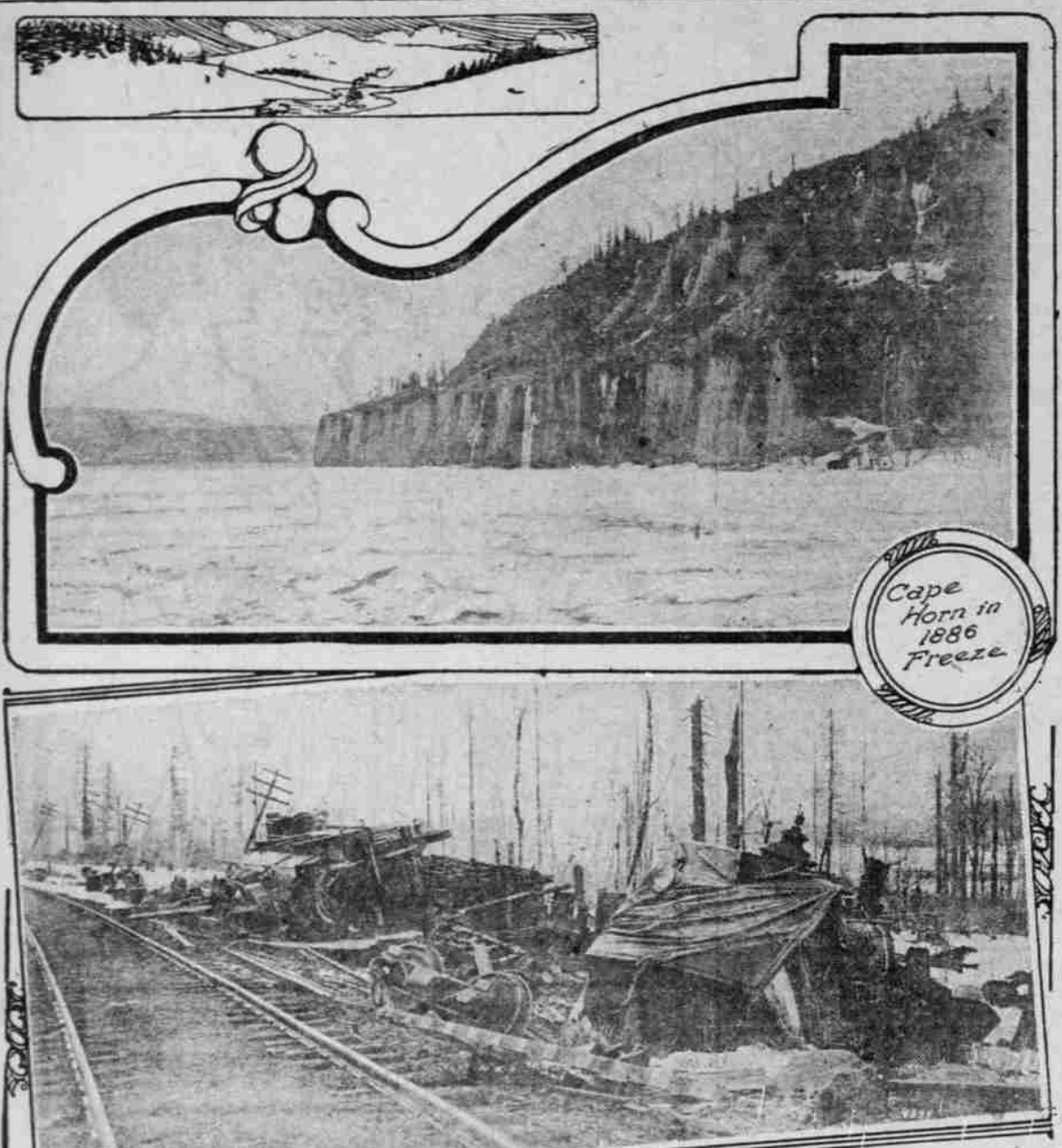


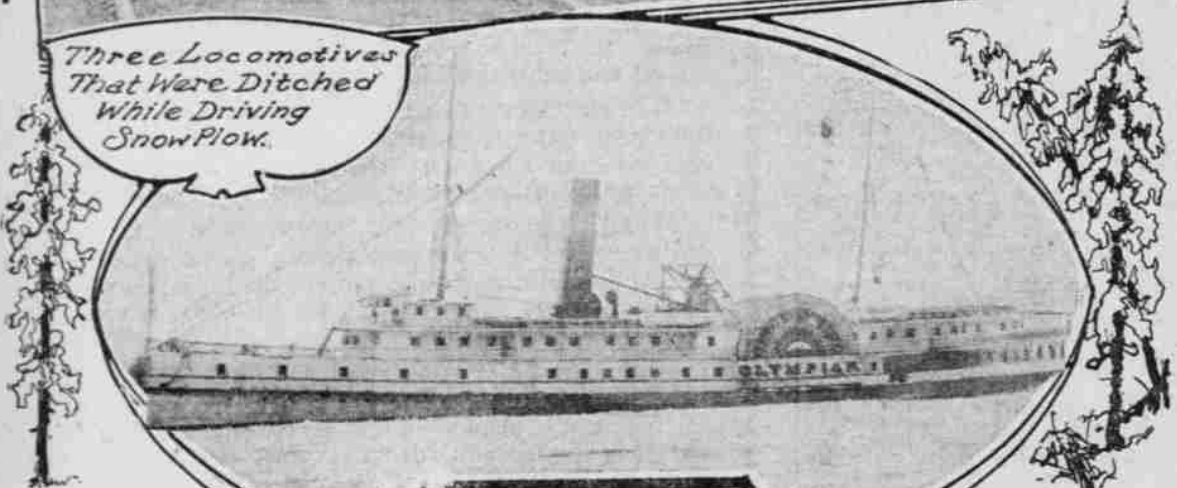
BITTER WINTERS EXPERIENCED IN PORTLAND 'WAY BACK IN EIGHTIES

Willamette Once Frozen, While Teams Crossed on Ice—Passenger Train Marooned in Snow Many Days—Columbia Ice Gorge Gives Way Before Attacks of Sturdy Steamboat.



Cape Horn in 1886 Freeze

Three Locomotives That Were Ditched While Driving Snow Plow.



Olympian Caught in Ice Near Vancouver

BY GEORGE S. SHEPHERD.

THE weather experienced this winter occasioned enough discomfort to create speculation as to how serious our winter might have been based on the record of past experiences.

It is strange how little the average memory retains of weather conditions, although our comfort is so directly affected at the time. The recent "cold snap" can hardly be dignified by a harsher term when compared with many winters of this vicinity measured by intensity, duration and effect. Without drawing on the fund of the "oldest settler" as to conditions endured during the formative period of the state, it might be of interest to relate some of the weather conditions of the '80s as we may better content ourselves with the mildness of our late winters.

I will begin with 1884 and close with 1894, as the Weather Bureau furnishes complete data for the later years. On the night of December 16, 1884, the thermometer dropped to 12 degrees and the morning of the 17th opened with a real blizzard. The wind blew a gale from the east, with a terrific snow storm so hard and powdery it penetrated the houses and buildings and continued for three days without cessation.

Snow Four Feet Deep. Four feet of snow fell, but the wind drove it into immense drifts and all transportation was paralyzed. The Columbia River was closed the first day. The railroads were all blocked. Roads were impassable.

While the thermometer was not so unkind as in some other years, the wind was more bitter and the snow more blinding.

On the third day the snow had stopped but sleet added to the torture. The temperature again dropped and remained cold, thus holding the snow in place to the end of the following month.

The cattle suffered miserably. The sleet was almost strong enough to carry them on top of the snow, but not quite, and they broke through and in sinking down the sharp edges skinned their legs and bruised their bodies.

The O. R. & N. Company's train from the East was blocked at Viento, where an avalanche of snow literally buried the engines and covered the coaches. The track was covered with great drifts for miles. These were the days before rotary snowplows, so the method employed was to buck the drift with a snowplow impelled by locomotives. Twenty engines and three snowplows, besides 1800 men, were employed to clear the track between Portland and The Dalles.

140 Passengers Marooned.

Ed Lyons, now superintendent of the Northern Pacific Terminal Company, was conductor on the blocked train and had about 140 passengers to care for. There were no diners in those days, the passengers relying on the station eating-houses and what they could prepare for themselves in the coaches. The nearest eating-house was Bonneville, 15 miles away, but it might as well have been 100. Holes were dug in the snow and fires made for cooking. A quarter of beef and one sheep from the express car lasted one day.

All efforts of the engines and snowplows to reach the beleaguered train were vain for nearly three weeks. On the fifth day, however, 25 men from Cascade Locks fought their way through the drifts and against the bit-



Capt. L. A. Bailey, Who Commanded Olympian.

ing wind with food and supplies. All the able-bodied men, numbering 60, left with this relief party the next day and were quartered at Cascade Locks. The women, children and old men remained to be cared for on the train.

After three weeks of unceasing effort this train finally reached Portland January 7.

Ice on Track 20 Feet Deep.

At Shell Mountain the track was buried under 20 feet of solid ice. Immense drifts had to be dug out at Oneonta and Multnomah Falls. This storm broke January 28, but there were many places that carried snow till late in June.

The winter of 1888 opened the season January 15, but continued only three weeks, but during the period it made up in effect what it lacked in duration. In places the Columbia was blocked with ice to the bottom. Great floes drifted down the river and were upended at blocked points and jammed in all shapes. The result was a most effective blockade.

The O. R. & N. train was snowbound near Bonneville for a week. H. S. Rowe, afterward Mayor of Portland, was superintendent of the company's railroads, and although he had exhausted his resources to relieve the train blockade, drifts and slides from Oneonta to Rooster Rock had baffled all his men and equipment. Three locomotives of a relief snowplow equipment were hurled from the track by their own momentum and wrecked.

Captain L. A. Bailey was then Port Captain of the water line and proposed to attack the river blockade with the steel sidewheeler Olympian, 261 feet in length and of nine-foot draft, which had been built three years previous at Wilmington, Del., and had earned a reputation on this coast for coal consumption and power. For reasons of economy she had been left in the boneyard, but on January 25 was steamed up and put out from Portland, with Captain Bailey in command.

Steamer Attacks Ice.

As soon as she reached the Columbia the first onslaught was made, she shot into the ice like a thunderbolt, her steel snout and revolving paddles grinding out a clearance to Vancouver.

When the first impact of the steamer failed to cleave a channel through the ice, she backed off and drove in again and again until the gorge gave way.

Her great power and strength seemed irresistible, but, like Achilles, she had a vulnerable spot; her engine, was of the walking beam type and while driving into a jam near Bluerock Point, above Vancouver, it caught on the dead center and was impotent. At once her paddles were coated and bound by ice. However, the blows she had dealt the ice pack dislodged a whole field, which started down stream, carrying the helpless steamer with it. It looked as if she might be broadside on the first obstruction.

Axes and crowbars were used to cut the ice from the paddles, but the frost made their efforts vain. She was finally worked into an eddy and the paddles released. The engine was freed off the center and her steel prow and powerful wheels heaved their way to Warrendale, where the 175 passengers loaded for Portland.

Battle Is Picturisque.

I had the fortune to see the Olympian buck the blockade from Lady Island to Cottonwood Point. The sight was picturesque and impressive. The coal black smoke poured out of her funnel in a great cloud, in marked contrast to the white surface of snow and ice. The roar of her paddle wheels approaching, while Front street was full of cabs and buses. A second trip was made, but the channel having been cut, no special difficulty was encountered.

The next winter began February 1. The Columbia was blocked the whole time and the thermometer in this section ranged from 8 to 15 above. Special note may be given because of the lateness of the storm. A previous cold snap occurred in December, but the real winter came in February, and its intensity was greater than that of the present year.

1888 Coldest Winter Recorded.

The winter of 1888 bears the distinction of having the coldest day on record—2 below zero, which occurred January 15. The Columbia was closed to navigation the beginning of January. Another distinction was that the Willamette was frozen over and hundreds of sleds between Ross Island and Burnside. A channel at Stark street for the ferry was the only opening, the ice in other places being from four to six inches thick.

The Columbia was piled up in great masses to a height of 30 feet in places. Teams crossed the Columbia during most of the month and even crossed the Willamette on occasion. This storm began January 2 and broke the 25th.

The railroad situation was greatly relieved by the first use of rotary plows in this locality. The usual drifts at Oneonta and Multnomah Falls impeded travel, but not to the extent of former years.

The wind channeled January 25 and Portland was provided with new excitement, as the river rose and made a strong current. Log rafts and ice were carried against the Morrison bridge piers and steamers were wedged against the shore on the East Side. The harbor was gorged with ice and logs and the steamer R. R. Thompson, sheathed

for the occasion, and O. & C. Iron ferry bucked the ice to clear it out. Loggers with axes, sledges and giant powder furnished many thrills in their successful efforts to save the bridge piers.

Ice Marked by Blizzards.

The year 1890 was heralded with a blizzard at a temperature of 15 degrees. The snowfall was a close second to the winter of '84-'85. The Columbia River presented a somewhat new aspect in its manner of blockade. The drifting ice found lodgment at different points and extended to the bottom. The ice was carried by an unusual current under the gorge until it reached the bottom. This left many clear stretches of water.

The cold weather reduced the flow and the current was lessened. This caused these stretches to freeze with smooth ice, something unusual in the Columbia. A clear stretch of local ice almost a foot thick extended from Lady Island to Vancouver and other places presented similar conditions. Teams crossed back and forth for two weeks. The end of January ended the frost and a chinook wind and rain disposed of the snow.

In five days the Willamette rose to its highest stage on record up to that time, on February 5 being 25.7 feet above zero. A second blockade closed navigation.

The first week of March the thermometer went as low as 10 degrees. This second snap, however, only lasted a week, but extension into March made it memorable.

Our good fortune in having only one cold spell in six years is worthy of appreciation when compared with five hard winters in six years, as heretofore noted.

STRIKERS HURL ICICLES

Girls Bombard Windows of Cigar Factory and Police Dodge.

POUGHKEEPSIE, N. Y., Jan. 22.—More than 100 girls striking for higher wages gathered before the cigar factory of Samuel L. Davis & Co. here recently and bombarded the windows with icicles and similar missiles. Three of the strikers were arrested and fined \$5 each.

When the police attempted to check the attack upon the factory the girls turned upon the officers, but the arrival of reinforcements soon ended the disturbance.

GOTHAM SEES ARTISTS

(Continued From First Page.)

size to King "Zerkow," which carried her father, even into the realm of the "movies." But "Salome" is a different role, one in which Miss Barrar's extraordinary powers to depict a roaring, raging sea of passion would write its ruin. The fire of "Salome" is that of an unbridled, unthinking child, practically without sex so far as a limit of any sort is concerned.

What was achieved by Marcella Craft in her concert version of the noted closing aria of the Strauss opera at the recent concert of the Philharmonic Society is still the subject of much comment among music lovers who witnessed it. She was veritably a marvelous suggestion of the character without the slightest approach to a theatrical display on the concert stage.

What she accomplished was possible only to a great artist in whom the center of the stage, as well as a thorough understanding of the technical side. It brought in its train renewed interest in the great opera which was banished from the Metropolitan stage after one hearing. It had two performances really, because there was not an inch of the vast opera-house which was not filled at the final rehearsal.

In the audience were the noted critics of Boston and Chicago, music lovers and connoisseurs from almost every important center in the United States, and it marked one of the greatest triumphs ever enjoyed by Alfred Hertz, whose mastery of every detail was something which is still fresh in the minds of those who saw those wonderful productions with Miss. Fremont in the title role.

When "Salome" was sung in French at the Manhattan it was one of the most towering successes of Campari's great career at that house and it was shared by Mary Garden, who also brought Paris to her set in idolization of her interpretation.

But it remained for Miss Craft to thrill her audience in the same role of classical form and costume, or anything external.

Of this achievement the Evening Sun said: "Marcella Craft, like Marcel, Frances Rose, Lucie Arncliffe and other American with a reputation made in Germany. She justified her Munich vogue and proved herself a good musician by singing the celebrated 'Dance of the Seven Veils' and she made a big scene of the brief excerpt in a dramatic way. When the din of orchestra allowed it the voice rang mellow and true."

An audience which resembled a first night at the Metropolitan Opera-house greeted the Diaghiloff Ballet Russe, which opened for two weeks at the Century Opera house Monday night. Much anticipation had been aroused in favor of this organization and it may be said that much pleasure was realized from the first evening showing.

Nothing more brilliant in the way of color can be imagined, in fact it would not be far out of the way to venture that the costumes were the most magnificent ever produced in the great undertaking.

The program included the exquisite ballet "L'Oiseau de Feu," which is mirrored with marvelous dexterity in the music of Igor Stravinsky and modern effects. So fascinating is the stage that one is conscious of the music not as a thing apart, the severe and the musical effects which might otherwise be offensive to more orthodox ears, fit in and out of the score as though merely to be forgotten by the audience.

Following the Stravinsky symphony heard two nights before, the composer in every sense showed what a mastery of color in his harmonies or in his dissonances.

With the Scriabin symphony was played last season and there was some attempt to bring oneself into the atmosphere whereby one might imagine a sense of the sound and color that there were those who believed that they had developed some such sense, but when the Stravinsky "Firebird" music was played, the sense of color per se, something which has been passed up by those who believe that the sense of color in musical sound is a "fad" or an affectation.

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Gossip About Art. Dallas (Texas) News. Self-made host (showing his pictures)—I don't know whether it's a Lancelotti or a Holbein. I bought a motorcar at the same time and got the tags mixed.

WHAT SHALL WE DO WITH \$1000 EARNED, COLLEGIANS ASK AT CORVALLIS

Oregon Agricultural Home Economics Class Seeks Best Suggestion for Disposal of Profits From Lunchroom Conducted in State Building, Which Proved Financial Success.



Part of The Lunch Room, With Its Patrons Seated At Tables



East Wing of New Home Economics Building, O. A. C.

REGION AGRICULTURAL COLLEGE, CORVALLIS, JAN. 28.—(Special.)

"What shall we do with our \$1000?" is the query the home economics women of Oregon Agricultural College have been asking themselves since the settlement of the accounts of their lunchroom at the Oregon building during the Panama-Pacific International Exposition at San Francisco.

"A thousand dollars!" ejaculates the astonished outsider, "were you paid for your services at the lunchroom?"

"No, indeed," replies the enthusiastic student with pardonable pride, and perhaps a touch of pique at the recollection of the emphasis that had to be placed on the notice "Gratuities not accepted." "We made it \$1000, clear profit."

And this is the surprising fact, that after paying traveling expenses for 50 women, bills for laundry, gas, water and food, the net result was a clear profit of \$1000.

Incidentally, and after sharing equally with the commission the profits of this enterprise, the domestic science department has \$1000 to devote to some undertaking that may be of permanent benefit to the school of home economics and to the state.

The favorite proposal thus far is to add the money to the student loan fund of the college, to be devoted to helping worthy young women pay their expenses while taking the course in home economics, the money to be returned in the usual way, when the student begins her productive employment after leaving college. But other plans have also been proposed, and if she made a better suggestion than the one outlined as the favorite, the department of domestic science, headed by Miss Ava B. Millam, will be glad to know of it.

Results Are Broad.

The results of the work of these young women of Oregon Agricultural College at the exposition, not only upon the college but upon the state, are broad and far-reaching.

In various walks of life, from all parts of the country, have been given a new sense of the dignity and worth of college training in domestic science and have become interested in Oregon through the work of these young women at the exposition, first because of the satisfactory service which they gave and second because of the courteous and informing attitude many of them showed toward their patrons, whom they regarded as their guests.

This was in harmony with the general policy of the commission, whose motto with reference to visitors seemed to be "be not 'handouts,' but handshakes; not placards, but pleasant talk."

The whole-hearted esteem with which the "Oregon family" regarded the home economics group as a factor in the exposition programme was abundantly manifested in the tribute of appreciation which was presented to them on the occasion of the last dinner at the lunchroom. It was manifested also in the letter of the commission and associated representatives of Oregon to Dr. W. J. Kerr, president of the college.

The appreciation, engrossed in color on parchment and framed in old gold, was received at the college a few days ago. It is a thing of beauty that will long be cherished among the trophies of the college.

Tribute Is Read.

The language of the tribute is that of Anne Shannon Monroe, who probably knew the composite opinion of the "Oregon family" more intimately than anyone else. It was she, too, who read it after the presentation of the trophy to Miss Millam, professor of domestic science, by President Clark chairman of the Oregon commission.

The plan of this work was conceived and worked out through the co-operation of many people. The Commission conceived it. The president of the college endorsed it, in spite of the labor and the risks involved.

The school of home economics, upon whom must fall practically all the work and the chief responsibility, seized upon it as a rare opportunity to demonstrate to all ranking the dignity and efficiency of the scientific training in home economics.

The practical work of overseeing the organization and installation of the equipment was promptly taken up by

Mrs. Henrietta W. Calvin, at that time

Dean of the school of home economics. She had already resigned this position, however, so that her concluding service for the college was the initiation of the new venture at the Exposition, which she immediately turned over to Miss Ava B. Millam.

Miss Millam, therefore, completed the arrangements for conducting the lunchroom, and together with her colleagues of the domestic science faculty, assumed general oversight and responsibility for the undertaking throughout the ten months of its operation. These instructors first chose two senior women, specializing in institutional management, to have general charge of the lunchroom during the entire period of the Exposition. One was to have immediate charge of the kitchen and the family accounts and laundry.

The instructors also arranged a schedule whereby 48 other senior women in the school of home economics each served six weeks at the Oregon building, receiving credit in institutional management for the length of time. Serving in groups of seven at the lunchroom, these senior girls went down to the Exposition every three weeks in alternating groups of three and four; so that a new group always worked for half of the period of service with a group that had already had three weeks of experience.

The instructor's functions, in reviewing all menus, overseeing the work, in seating the guests at table, and explaining to them the purpose of the exhibit, were important. She represented the college and the state as well as the department of domestic science, and she was the means of spreading abroad, under most favorable auspices, information about Oregon and its educational resources that must have fallen upon very good soil.

Her presence, however, took from the senior young women none of the educational responsibilities of this unique experience. The students made out the menus, did all the buying and marketing, cooked the food and served it, and managed the finances of the enterprise. They were in the foreground throughout the undertaking, and their competence, poise, and deftness of execution, were determining factors in the success of the lunchroom.

Thus officered, the lunchroom served a double purpose. It provided breakfast and dinner daily for the "Oregon Family" and their guests, numbering from 25 to 40, and it served lunch on at noon to the public, accommodating 72 persons. The "Oregon Family," many of whom lodged at the Oregon building, consisted of the state commissioners and their families, the hostesses, the guides, the upper-class students from the college and the university, and the representatives in charge of exhibits from various parts of the state.

The service, therefore, was essentially private, so far as the morning and evening meals were concerned, but public so far as the noon meal was concerned.

The kitchen, where all the food was prepared and cooked, was open to view throughout every meal. Glass partitions separated it from the dining-room. Sanitary, compact and convenient, it was in full view of the patrons of the lunch.

In it the girls did all the work of cooking the meals and preparing them to be served. Clad in white, as spotlessly as their kitchen, quiet, dextrous and unassuming, they were emblematic of the ideal in home making and food preparation. "When such women as these, college bred and technically trained, get out into the field of business," remarked a patron of the lunchroom, "there will be less dyspepsia and more nourishment in the downtown lunch."

The luncheon soon became so popular that many people had to be turned away. Disappointed from time to time, people came earlier and waited for the lunch hour. As only 38 could be served at one time, and as the tables changed throughout, were set but twice, 72 people was the limit of service at lunch.

So the custom was established of handing out printed cards or tickets, beginning at about 11 o'clock, num-

bered in the order of issue. When 72 were issued no more tickets were sold for that day. Before 12 o'clock, the hour for luncheon, the entire 72 tickets would be sold and the people waiting in the lobby outside the dining-room.

People were served according to number. Reservations were made in no other way and no partiality was shown. The humblest applicant had as good a chance to enjoy the luncheon as the most distinguished. Though appeals were frequently pathetic, especially from women who had brought guests, while rather heavy breakfasts and dinners were served to the members of the "Oregon family" who could not share in the luncheon at noon, but must go elsewhere, the noon meal, served to the public, was conspicuously simple.

Celebrity Is Acquired. The young women, both on the preparation and serving of meals, acquired unusual celebrity, even greater and more enduring than that of the laboratory. Two girls prepared breakfast for 30 to 40 people in 30 minutes. Two alternates prepared dinner with proportionate swiftness and accuracy. Throughout the ten months of service, no meal was ever omitted or delayed. This deftness of performance, coupled with cheerful faces, making the luncheon, was one of the valuable adjuncts of the work.

But the girls did not work all the time. Their duties were so planned that all had ample opportunity for relaxation and for seeing the great exposition in which they occupied a little corner. They were housed in the Oregon building, in a rather small but healthful quarters.

In the evening cheerful visits about the great fireplaces, trips to the exhibits within the Exposition grounds, or an occasional concert or theater party, offered abundant entertainment. In the daytime, by a system of alternating duties, every girl had opportunity to view the Exposition in a large way and to make excursions with her associates to places of interest. They all worked hard, but they were proud of their work, but they found time to make their six weeks at the Exposition a joyous memory as well as a stimulating experience.

To recoup to the \$1000. At the luncheon the query was often voiced, "Who pays for this exhibit?" "You do," might have been the frank and just reply. But if this reply were ever made, it would doubtless have been received with polite incredulity. To the patrons of the lunchroom, the 75 cents which they paid seemed barely to cover value received. As a matter of fact, it represented 200 per cent profit over the cost of the food. Out of the profits of the luncheon grew the total profit of the lunch room, for the members of the "Oregon Family" paid for breakfasts and dinners only the estimated cost.

Expenses Are Deducted.

Before a dividend could be declared, monthly expenses for the following items, averaging in all \$1587.47, had to be paid out of the income of the lunch room: \$360, transportation of students and instructors; \$150, salaries; \$158.55, laundry; \$50, gas, water and light; \$50, concession; \$164.80, meat; \$111.65, vegetables and fruit; \$42.47, groceries; \$115.90, milk and cream.

The item of \$150 a month for salaries was distributed in this way: Each of the two senior women who had permanent charge of the kitchen and dining-room, respectively, received a salary of \$50 and an equal sum was paid to the woman who washed the dishes and cleaned the rooms. Transportation facilities for each of the women who served for the shorter period of time involved an expense practically equal to these salaries.