

CARS ARE RUNNING TO ALL DISTRICTS

Trolley Company's Crews and Commissioner Baker's Men Open Streets to Suburbs.

MR. DALY GETS BUSY, TOO

Work Provided for All Applicants at Municipal Bureau Who Are Willing to Wait, but Forces Are Being Cut Down Now.

Continuing without stop the work of shoveling snow and ice from the car tracks and the main arteries into the residence sections the forces employed under the direction of Fred Casper, superintendent of the Portland Railway, Light & Power Company, and Commissioner Baker yesterday succeeded in opening up nearly every car line in the city, with prospects that the service will be re-established permanently today, unless last night's cold rain further interferes with the work.

All day long 14 municipal crews of men battered their way through the ice and snow in various parts of the residence sections, clearing tracks and the main streets, for the benefit of the thousands of people who use the streetcars in getting to and from their work and for the benefit of delivery wagons battling with the task of getting supplies of food and fuel to persons in need.

Co-operation is Practiced. The Portland Railway, Light & Power Company furnished a similar force of men and worked along with the city forces in getting the lines open. At 5 o'clock last night the work was directed practically finished and all but 200 of the men were laid off. These men will finish up odds and ends not yet attended to. The promise is made that by this morning every line in the city will be in full operation and arteries will be opened into the residence sections. The task of opening up the completely blockaded streetcar and traffic system has been accomplished in 48 hours. When it was started some members of the City Council declared it would take a week of 10 days.

The men under the direction of Mr. Casper, Commissioner Baker and Parks superintendent Conwill yesterday opened up the Irvington line to the end; the Kenton line clear through to Kenton; the Union and Williams-avenue lines to the end; the City Center line to the end; the Mount Scott line through to Latta; the Montavilla line to Montavilla; the Fulton line nearly to the end; the Mount Tabor line to the top of the hill at Mount Tabor and all West Side lines except the line to the top of Williams Heights. Woodstock was driven through to Woodstock, a distance of four miles and Richmond was opened up to the end.

Wires Hamper Work. The lines which were not opened to the end were left blocked because of wires being down and because of the impossibility of using the lines in a day or two even if they were opened. This applies to the outer extremity of the Mount Tabor line, the end of the Woodstock line and the end of the others. The Portland Railway, Light & Power Company is busy with these lines and expects to open them within a few days.

Although a report was circulated yesterday that 500 men who applied to the public employment bureau for work were turned away, this is denied by Commissioner Baker. He says a man who went to the bureau and waited for work was put to work. A number applied and finding nothing to do went to the bureau and waited, although told to remain. There was work later. At 5 o'clock last night the books at the bureau showed that every man who had waited for work during the day had been given a job. The bureau, said that at 7 o'clock in the morning there was a list of several hundred men waiting for work. They were given jobs as fast as possible. Many got impatient and went away, but some was turned away. All who were waiting were given either city work or work by private concerns that telephoned to the bureau for men.

Hardly Had Portland Begun to Recover From Four-Day Battle With Elements Than Additional Troubles Begin.

Five Engines Put to Work. Effects also were made during the day to thaw out the catch-basins by use of fire engines. The engines pumped steam into the basins and had degree of success. The street drains to the sewers. The City Hall, where the men were paid off, was busy all day yesterday. Hundreds of men lined up to receive their money for work performed. The line filed past the bookkeepers and beyond the treasurer's office all day long, and became particularly long after 4 o'clock when the work was stopped.

WOOD SCARCE AT ABERDEEN

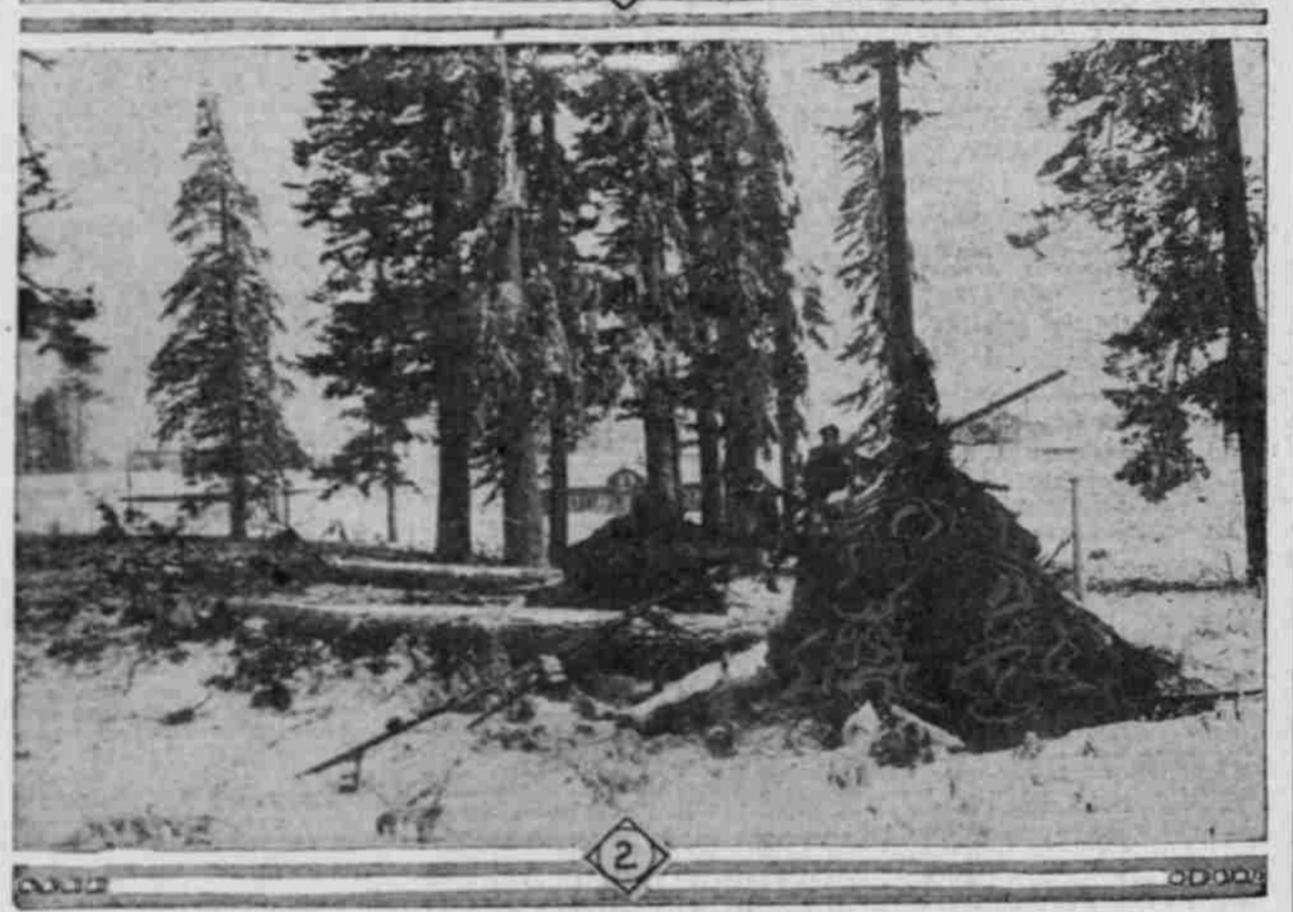
City Gives Dealers Assistance but Light Company Supply Near End.

ABERDEEN, Wash., Feb. 5.—(Special.)—As a crowning trouble due to the shortage of fuel here, Aberdeen now is threatened with a temporary loss of its street lights. The Grays Harbor Railway & Light Company today has but 24 hours' wood supply ahead, and no coal.

Sisterhood Affiliation Day Postponed

The P. E. O. Sisterhood Affiliation day programs, which was to have been Thursday, has been postponed indefinitely.

SCENES SHOWING HOW STORM IN ONE SWOOP MAKES LANDSCAPE FANTASTIC AND BEAUTIFUL IN ONE PLACE AND IN ANOTHER LEAVES ONLY RUIN AND WRECKAGE.



(1) "Snowbound"—W. B. Ayer Home at Nineteenth and Johnson Streets. (2) Laurelhurst Park Fire Uprooted.

STORM RELAPSE ON

Continued Rain or Snow Are Indications Today.

NEWLY FORMED ICE HURTS

Hardly Had Portland Begun to Recover From Four-Day Battle With Elements Than Additional Troubles Begin.

Clouds that gave sinister reflection to the sharp electric flashes.

Added discomfort is coming to the homes of scores of people, whose electric light and telephone wires are falling.

Conditions last night seemed to vary in various parts of the city. The south-eastern section reported a warm rain without much freezing, but with an easterly wind that carried with it forebodings of a lowering temperature.

Some Sections Hit by Silver Thaw. The Central East Side and the north-western part of the city were in the throes of a silver thaw that may be even more destructive than that of last Tuesday and Wednesday.

The West Side district, with the exception of the Heights, experienced a slightly warmer temperature. The freeze in the business district is not serious, but ice has formed on the exposed pipes, wires and poles and other exposed articles.

The railroads that have just finished a successful battle with the storm in the Columbia gorge are compelled to use all the resources of which they are capable to keep their lines open. Even now the trains are being delayed. It is possible that the lines again will be blocked before another day is out unless the situation improves materially.

slip, Kenton, Alberta, Williams, Sellwood and Twenty-third street. Partial service will be provided on other lines as follows: Rose City Park, to Sixty-third street, operating over Morrison-street bridge and Yamhill-street loop on West Side. Line may be open to East Eighty-second street today.

Brooklyn, to East Seventh and Center streets, with transfer on Grand avenue, Hawthorne avenue, to East Thirty-fourth street and Hawthorne. No service south of Hawthorne.

North and south Portland, to Twenty-fourth and Thurman streets on the north end and to Seymour street on south end. St. Johns, to Portsmouth, on North Side line. Beaumont, not open. Service available on Rose City Park line. Eastmoreland, not open. Probably will be open tomorrow.

The Estacada, Oregon City and Troutdale lines are open. The Bull Run line is open between Montavilla and Ruby and between Gresham and Bull Run.

Reclamation Order Withdrawn. KLAMATH FALLS, Or., Feb. 5.—(Special.)—C. C. Hogue, chief clerk of the local reclamation project, has been notified from Denver that the new ruling of the service which required all payments of construction charges to be made at Denver instead of at headquarters here has been revoked after a month's trial, and that payments may be made here as formerly.

Irrigation Delegates Named. SALEM, Or., Feb. 5.—(Special.)—At the request of J. W. Brewer, president of the Oregon Irrigation Congress, Governor Withycombe today appointed the following delegates to the state irrigation drainage and rural credits conference to be held in Salem March 9: William Hanley, Burns; Fred N. Stump, Suther; W. H. Gore, Medford; and E. L. Thompson, Portland.

MRS. N. M. OBRIST IS DEAD

Cancer Fatal to Native of Canada, Who Resided Here Six Years. Mrs. Nellie McVeigh Obrist died yesterday at her home at 544 East Eighth street. Death was due to cancer, from which she had been a sufferer long.

She was a native of Canada, and came from that country to Portland six years ago. Only recently she celebrated her 54th birthday. She leaves two children, Miss Ethel Obrist, of this city, and Frederick A. Obrist, of Seattle. Her brother, Rev. Joseph A. McVeigh, is a well-known clergyman of this city.

The funeral services will be held at the F. S. Dunning chapel, 414 East Alder street, tomorrow at 2:30, with interment in Mount Scott Cemetery.

Winlock Arranges Revivals. CENTRALIA, Wash., Feb. 5.—(Special.)—Evangelist W. S. Nichol, who last week closed a successful four weeks of revivals in Toledo, has been engaged to conduct a series of similar meetings in Winlock, starting March 6. The revivals will be held in Mutrie's Hall, under the auspices of the Baptist Church. Wednesday night a union efficiency institute will be held in Winlock.

SCENE AT CITY HALL, WHERE HUNDREDS OF UNEMPLOYED MEN RECEIVE PAY FOR SNOW SHOVELING WORK.



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BELEATED EASTERN MAILED PLOW WAY IN

Postal Forces Are Increased to Cope With Expected Delivery Congestion.

DISTRIBUTION IS HAMPERED

Three Trains, Arriving From Tie-Up in North-Central Oregon, Bring First Letters From East Since Tuesday.

That long-looked-for, many-days-due letter from that Eastern "cousin" probably will reach you tomorrow.

With the arrival yesterday afternoon of three trains of the O.-W. R. & N. from the snow-bound regions of North Central Oregon came the first Eastern mail that has arrived in the city since Tuesday noon. And in that heap of mail are at least 40 pouches of first-class matter and an estimated 15 tons, or 1000 sacks, of papers, periodicals and parcel post packages.

It is estimated that at least 100,000 letters have been held up from Portland distribution because of the failure of the trains from the east to arrive on schedule time, and many a Portland youth and lass have waited long for the arrival of a letter from that particular Eastern city.

Delivery Congestion Foreseen. The arrival of so much mail at one time will, to a certain extent, congest the delivery, and a number of extra clerks and carriers will be employed to relieve the congestion. Sunday, between the time of mail arrival and time for regular deliveries, has aided materially in the distribution.

On transcontinental trains that arrive before the time set for the local delivery, the railway mail clerks are required to route all the first-class mail for delivery before the trains arrive in Portland.

Thus most of the mail has been routed, and what remains to be "worked" will be taken care of today by the regular force of clerks, augmented by a number of extra men.

Part of Delayed Mail Cleared Up. Almost all of the Eastern mail comes over the lines of the O.-W. R. & N. Company, but that coming from the Dakotas and Montana generally is handled by the Northern Pacific. As trains from Spokane over the Seattle, Portland & Seattle Railroad, the Spokane, Portland & Seattle Railroad, arrived since early Friday morning, delayed mail from that territory was disposed of before the arrival of the O.-W. R. & N. trains.

Carriers throughout the city have met great difficulty in the delivery of mail, and in any but the downtown portions of the city but one daily delivery has been possible.

The joy condition of the streets and the depth of the snow in the residence portions of the city have slowed up deliveries, and not until there is a moderation in the weather can the residential portions of the city receive normal service.

One Delivery to Be Tomorrow. It has been announced that there will be one delivery tomorrow in the remote residence portions of Portland, and in the business district there will be either three or four. Districts between the business and the remote residence districts may get no deliveries, depending upon the condition of the streets.

Officials of the postoffice department hope to have the delayed first-class matter cleared up by tomorrow night and the parcel post packages delivered at least by the next night.

The storm that has held the city in its grasp for the past week has offered the biggest obstacles to mail delivery of any winter Portland has experienced.

PASCO BUILDINGS DAMAGED

Snow Deepest on Record and Street Traffic Suspended.

PASCO, Wash., Feb. 5.—(Special.)—The snow is the deepest in the history of Pasco, measuring nearly three feet. Much damage has been done to local buildings. The roof of the county courthouse is practically ruined. All of the rooms on the upper floor are leaking. Some downtown buildings are in the same condition.

Practically all street traffic has stopped. Six passenger trains are being held here and all hotels are filled as a result. All stores are well stocked and no shortage in food is feared.

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Prosser Fears Coal Famine.

PROSSER, Wash., Feb. 5.—(Special.)—A second siege of winter weather has been holding Prosser in its grip this week. A fall of ten inches of snow occurred early in the week. Then a chilling blast from the northeast started the snow to drifting. All trains are late, and mails are uncertain. Some fear of a coal famine has been expressed, but there is enough coal on hand to last about ten days.

Good Roads Meeting Postponed.

VANCOUVER, Wash., Feb. 5.—(Special.)—The meeting of the Good Roads Association has been postponed until March 7. M. E. Carson, president, today announced that the weather is so uncertain that it will be a month before conditions are settled again. All meetings of the Chamber of Commerce have been postponed.

Snow 33 Inches at Freewater.

FREEWATER, Or., Feb. 5.—(Special.)—Snow is 33 inches in depth and the thermometer registers 6 above zero. Snow plow is being used on the roads and streets and many men are employed cleaning snow from roofs of buildings. Much stock has already perished.

Storm Sidelights

Shortly after rising the other day at his home on the East Side, Major Lawrence H. Knapp heard a sound as though a fleet of Zeppelins were attacking his house. The Major would fain grasp his trusty sword, which saw him safely through the Spanish-American war and the Philippine insurrection, but he then saw that a high-power wire had come in contact with his electric lighting system, burning out every fuse in the house.

"War may be all that Sherman said it was," says the Major, "but a silver thaw in Portland is worse."

Adjutant-General George A. White is considered the special benefactor of all the kiddies living in his vicinity. The snow has banked up against his front porch and slopes out into the street, forming a beautiful place for sliding. The general refuses to shovel the snow away while it is being put to such good use.

Lieutenant-Commander George F. Blair, of the Oregon Naval Militia, is just getting to enjoy his freedom after having been "snowed in" at his home on the East Side. Commander Blair says he does not enjoy trekking through the snow and is convinced more than ever that the water is his proper element.

A snow mound at Second and Morrison avenues somewhat above the Coliseum mountain range that still line some of the downtown streets. At its top someone yesterday had placed a placard with the inscription, "Mount Daly."

Not least among the officials having a hard time are City Health Officer Marcellus and Chief of Police O. C. Walsh. Several cases of contagious disease have been reported on the outskirts of the city far beyond the point where an automobile or streetcar has been able to go. The result has been several long pilgrimages through the snow to attend to cases.

Friday night the two men made a trip on foot to Seventy-eighth street to carry some anti-toxin to a boy suffering from diphtheria.

H. W. MacLean, secretary to the Municipal Civil Service Board, casually asked Thursday night after finishing his day's work whether he could be of any assistance in handling the payment of the snow shovel men who were reporting to the City Hall for work.

Chief Clerk Keen, who had charge of Mr. MacLean at his word and put him to work. He got through at 4 o'clock Friday morning.

Park Superintendent Conwill had occasion Friday for the first time to use his police badge. Two of the unemployed men engaged in snow shoveling got in a bit of a row with Conwill, who interfered and after arresting both of them called the patrol wagon.

Commissioner Baker was out on the East Side supervising the opening of car traffic when business men on Washington street, west of Broadway, telephoned Mayor Albee and asked if he could send a policeman to remove the snow as far up as Tenth street. Mayor Albee said he would get in touch with Mr. Baker and see. There was no word of reaching him, so the Mayor sent a policeman over to ask him to call the Mayor at once.

The policeman apparently misread the orders and told Mr. Baker he was wanted at the Mayor's office. He hurried over and dashed into the Mayor's office breathlessly, to find that his run was not a necessary emergency. He is looking for the policeman now. The snow was cleaned up.

The proprietor of Heath's paint shop at Kern Park, which has been cut off from the rest of the city by the storm for two days, apparently thinks with some reason still of the palm-leaf fan advertising stunt put on by the Ad Club in the course of Letter-Writing week.

In front of his shop he has constructed a big snow man, bearing a palm-leaf fan in one hand and a placard in the other, which says: "Lost; please notify the Portland Ad Club."

Another placard says: "For you the rose in Portland's froze."

CREDIT EXTENSION ASKED

Mr. Sinnott Seeks Law to Aid Government-Project Farmers.

OREGONIAN NEWS BUREAU, Washington, Feb. 5.—On motion of Representative Sinnott, the House committee on irrigation today appointed a subcommittee of five, of which Mr. Sinnott is a member, to confer with the banking and currency committee, with a view of securing an amendment to the rural credits bill which will enable farmers residing on Government irrigation projects to secure loans, the same as other farmers in the West.

As the bill now stands no farmer on an irrigation project can get a loan until he has made full payment for his water and secured absolute title from the Government for the bill project that a loan must be a first lien on the land.

On Government projects the Government holds the first lien, to secure the repayment of the cost of building the project, and this would bar reclamation settlers from getting any immediate benefit from the rural credits bill.

TEACHERS ARE IN DEMAND

Enrollment on Oregon Normal Is 408, Showing Increase of 51.

MONMOUTH, Or., Feb. 5.—(Special.)—The first week of the second semester of the Oregon Normal School closed with an increased enrollment of 51, making a total enrollment since September of 408.

A midyear class of 151 was graduated January 24 from the standard normal course, and all except 11 who care to teach at this time had obtained teaching positions at the time of graduation.

TRAINS REACH CITY WITH BELEATED MAIL

Procession of Coaches Rolls Into Union Depot From Snow Blockade Scene.

500 PASSENGERS ARRIVE

O.-W. R. & N. No. 17, Due Tuesday, Gets in Friday—Others Follow in Order—Normal Schedule Established Late at Night.

Train followed train into the Union station yesterday afternoon and last night, bringing into Portland heavy burdens of passengers, mail and express that had been held east of the Columbia River Gorge by last Wednesday's disastrous storm. Many engines and coaches were covered with solid masses of snow and ice.

More than 500 delayed passengers were brought into the city at intervals during the afternoon and early night. Most of them were travel-weary and weary, but all were in good health and spirits.

The passengers had been permitted to "camp" in the Pullman cars and the coaches at The Dalles, where most of the paralyzed traffic was assembled. The people were housed and fed at the expense of the railroad company. They had plenty of food and drink, warm beds, and on the last night of their enforced visit in The Dalles were treated to a vaudeville entertainment and dance.

Testimonial is Signed. So pleased were the passengers with the treatment given them by the O.-W. R. & N. Company that more than 400 of them joined in signing a letter expressing their appreciation.

H. C. Oliver, traveling freight and passenger agent of the Union Pacific system, was a passenger on one of the delayed trains. He immediately took charge of the situation and aided materially in providing comforts for the passengers.

The first train to arrive over the O.-W. R. & N. main line from the East was No. 17, due at 7 o'clock Tuesday evening. It pulled into the Union Station at 2:30 yesterday afternoon, 91 hours and 29 minutes late. No. 11, of Tuesday, due at 8 A. M., arrived at 2:30 yesterday afternoon, 102 hours and 39 minutes late. No. 11, of Wednesday, came in 20 minutes late.

Normal Schedule Restored. Then followed three solid trainloads of mail and a varied assortment of passenger trains that moved in almost constant procession up until 10 o'clock last night. By that hour a normal schedule had been re-established.

Meanwhile eastbound service was operated out of Portland on the usual schedule. On account of the large volume of westbound traffic, however, it was necessary to consolidate some of the eastbound trains. No. 2, due to leave at 7:50 yesterday morning, was consolidated with No. 18, which left at 10 o'clock.

The trains that left here on Friday evening were subject to delays in the Columbia River Gorge, where repeated slides interfered with the work of the snowplows.

Train No. 4 left at 6:15 last night for Kansas City. No. 12 left at 7 o'clock for Spokane, and No. 9 at 12:01 this morning for Salt Lake City. It is expected that these trains can be operated through on schedule time, unless some unforeseen difficulties develop.

HOTELS.

HE TEST OF TIME indubitably evolves a name that becomes the standard by which the traveler measures merit. The integrity of the name

Hotel NORTONIA prohibits exaggerated claims.

A name that has stood the test of time—whose excellence has been evolved by intelligent catering to the wants of the traveler.

NORTONIA symbolizes Service, Comfort, Convenience, At-home-ness. Nearer everything that's everything.

The thing that appeals—moderate prices 116 of Washington 12th and Washington Portland

HOTEL STEWART SAN FRANCISCO

Geary Street, just off Union Square European Plan \$1.50 a day up Breakfast 50c Lunch 50c Dinner \$1.00 Most Famous Meals in the United States New steel and concrete structure. Center of theater, cafe and retail districts. On carlines transferring all over city. Take Municipal car line Inter to door. Motor Bus meets trains and steamers.

HOTEL BUTLER SEATTLE

Seattle's Famous Hotel Fine central location. Every modern appointment. Single one of finest on the Coast.

RATES \$1 per day up with up with bath \$2 per day up with up with private bath

COMFORT & CONVENIENCE

HOTEL ST. PAUL Fourth and Alder. 31 E. Foley, Prop. ALL MODERN CONVENIENCES. Rates \$1 Day and Up. Special Rates to Permanents.

408 409 410 411 412 413 414 415 416 417 418 4