

UPPER COLUMBIA FILLED WITH ICE

Steamers Sarah Dixon and Dalles City Frozen in the Locks.

SHIPPING TIES UP BECAUSE OF STORM

Steamer Inland Empire Hauled Out on Ways at Celilo to Escape Injury From Ice—Gasoline Sloop Conductor Tied Up Somewhere on River.

The upper Columbia river is practically blocked with ice and navigation has come to a total standstill. Two river boats, the Sarah Dixon, of the Open River Transportation company, and the Dalles City, of the Regulator line, are frozen in the locks at Cascade and will be unable to get out until the storm is over.

The steamer got into the locks yesterday on their way down the river but are perfectly safe from drifting ice that comes in large flat and rapid. The lock gates got frozen fast early yesterday or effort would have been made to get the steamers out.

The Open River Transportation company's steamer J. N. Neal and the Regulator line steamer Bailey Gatzert are tied up at the respective wharves in this city and will not get out until the river is again free from ice. This leaves the upper Columbia abandoned by traffic but with railroads paralleling both shores there is little danger of suffering in the smaller settlements. The trains to be put out of commission by the snow or sleet. Captain Andrew Riggs, who recently took the Open River Transportation company's new steamer Inland Empire from Celilo to Pasco and back, returned this morning from Celilo and reports conditions even worse than was expected. He says the upper stretches of the Columbia are covered with floating ice and sleet and the ice is also running thick below the Cascade locks.

To save the steamer Inland Empire from damage from the ice, Captain Riggs had her hauled out on the ways on which she was built at Celilo. She will be kept there until time to have her go into commission for the season. The heavy snowfall is interfering to a certain extent with shipping on the lower Columbia for yesterday the O. R. & N. towboats returned to the city after having left the British ship Carman and the American sailing schooner William Bowden at anchor off Hemlock, the snow falling so thick that the men were unable to see their way clear.

WORK OF OFFICE GROWS

Hydrographic Branch Will Have Copies of Public Documents. The United States branch hydrographic office located in the custom house has recently been in connection with the superintendent of public documents, and from now on any one desiring to learn of the sale, publication and nature of all kinds of such documents may obtain information of that in the hydrographic office. The catalogues published monthly will be on file for the use of any one interested.

The catalogues embrace books, papers and pamphlets of a most diverse nature, and of interest to everybody in whatsoever line of work they are engaged. The prices are placed at the mere cost of publication. Every phase of commerce, navy, army, law, chemistry, engineering, canal, finance, agriculture, medicine and surgery, diplomacy, war, and so on, are covered.

Information received from the United States geographic board in the report for 1898-1899, with the various decisions made since that time. This is of particular use to commerce and education. The office at the custom house will appreciate all information of names of rivers, mountains and such like data which are in doubt as to nature meaning or spelling, or which should be changed for reason of being duplicated.

ESTABLISHES NEW RECORD

Captain Johnson of the Yosemite Save Travelers 24 Hours. Captain Johnson, master of the steam schooner Yosemite, broke a record by sending a shipload of passengers through from San Francisco to Seattle in 63 hours this week. They traveled by the Yosemite from San Francisco to Rainier, then by launch across the Columbia river, and there took the train to Seattle.

Captain Johnson figures out that the passengers of the Yosemite reached Seattle about 24 hours earlier than those who left the Bay City at the same time on the regular route. The Yosemite not only gained time by running away from these vessels, several hours were gained by making a direct connection with the north-bound train from Portland.

The Yosemite left San Francisco at 8 o'clock Saturday night, reached the Columbia river Monday night, crossed in without delay and proceeded to Rainier, reaching there about midnight. The Puget sound bound passengers were placed on board a launch and taken across the river to Kelso, where, after a few minutes' wait, they stepped aboard the train that left here at 11:45 P. M. It is thought that the Yosemite reached Seattle at 10:30 P. M. Tuesday afternoon.

The Yosemite is loading lumber today at the mills at St. Helens, but will leave down this afternoon bound for San Francisco this evening.

The steam schooner Yellowstone, Captain Borwick, reached the harbor yesterday and is loading timbers at the Pacific Export Lumber company's docks. She made the run from San Francisco to the Columbia river in 52 hours, exactly the same length of time consumed by the Yosemite in making the same trip up the coast.

The team schooner Cascade which reached Rainier yesterday to load lumber for San Francisco, reports having had an uneventful voyage.

ALONG THE WATERFRONT

The steamer Alliance, Captain Parsons, arrived here from Coos bay at 8 o'clock last night, bringing freight and passengers. The run up the Columbia was made through a blinding snow storm, with Pilot Al Betts on the bridge.

should be changed for reason of being duplicated. In the interests of the merchant marine coming to this port the officer in charge of the hydrographic office has secured three portfolios of British admiralty charts numbering 337 charts, charts not heretofore to be had for reference in the Port of Portland. These charts cover thoroughly the adjacent coasts, and are of a varied nature, embracing current charts, coast guard charts showing system of coast defense and meteorological charts.

An interesting, comprehensive and beautifully illustrated report of the San Francisco earthquake and fire by the United States geological survey has been received. Fifty-seven photo illustrations are within the covers. The subject has been treated for the benefit of consulting engineers, showing the effect on buildings, bridges and materials, etc. But it has been written in such a manner as to be highly instructive to everybody. Invitation is extended to all to consult same.

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The steamer Breakwater, Captain Mackinnon, left down last night, bound for Coos bay, with a cargo of lumber and passengers.

The steamer Eureka, Captain Noren, reached Rainier's dock during the night from Coos bay and Eureka, bringing freight and passengers.

The steamer George W. Elder, Captain Jensen, sails this evening for San Pedro by way of Eureka and San Francisco. The time ball on top of the custom house dropped three seconds late at noon today.

The owners of the British ship Torridale have purchased a cargo of wheat here, which they will load on the vessel for a run to Europe. They evidently preferred this to chartering the vessel for some exporting firm, as the low rate now prevailing. The Torridale arrived here some time ago from Newcastle, Australia, with a cargo of coal.

A. L. Urson, chief clerk of the United States engineers corps, this district, has returned from a two week visit with relatives in Marshalltown, Iowa. Mr. Urson says the farmers in Iowa are prospering, and that the crop received high prices for their corn crop.

Captain McCully, master of the steamer Burlingame, made an official report to the collector of customs regarding the loss overboard of a passenger named Fred Johnson, Monday night, when the steamer was en route from Astoria to Portland. The report states that the man got up during the night, and fell overboard, which he caught the gangway, after opening the door.

MARINE NOTES.

Astoria, Jan. 7.—Sailed at 5:30 A. M. steamer Argo for Tillamook and steamer Breakwater for Coos Bay. Sailed at 7:30 A. M. steamer Homer, San Francisco, Jan. 7.—Arrived at 9 P. M. steamer Olson & Mahoney, from San Pedro, Jan. 6.—Arrived, steamer Shoosone, from Portland, and steamer Shoosone, from Columbia river. Sailed, steamer Argo, for Columbia river. St. Vincent, Jan. 5.—Arrived, German steamer, Deike Rickmers, from Portland, for United Kingdom.

Astoria, Jan. 7.—Condition at the mouth of the river at 8 A. M., smooth; wind east 12 miles; weather, cloudy. Tides at Astoria Friday—High water, 2:35 A. M., 7.3 feet; 1:42 P. M., 8.5 feet; 12:15 A. M., 8.15 A. M., 8.5 feet; 5:45 P. M., 0.6 feet.

MARINE INTELLIGENCE

Regular Liners Due to Arrive. Sue H. Elmore, Tillamook, Jan. 10. Breakwater, Coos Bay, Jan. 10. Eureka, Eureka and Coos, Jan. 10. Roanoke, San Pedro and way, Jan. 11. Rose City, Astoria, Jan. 11. Argo, San Francisco, Jan. 11. Homer, San Francisco, Jan. 12. Alliance, Coos Bay, Jan. 12. Nevada, Salina Cruz, Jan. 15. Senator, San Francisco, Jan. 18. George W. Elder, San Pedro, Jan. 18. Niemeida, orient, Jan. 19. Niemeida, orient, Jan. 19. Arabia, orient, Feb. 1. Nebraska, Salina Cruz, Feb. 5. Numbantia, orient, March 25.

Regular Liners Due to Depart. George W. Elder, San Pedro, Jan. 7. Senator, San Francisco, Jan. 10. Alliance, Coos Bay, Jan. 10. Sue H. Elmore, Tillamook, Jan. 11. Eureka, Eureka and Coos, Jan. 12. Argo, Tillamook, Jan. 12. Breakwater, Coos Bay, Jan. 12. Roanoke, San Pedro and way, Jan. 13. Homer, San Francisco, Jan. 13. Rose City, San Francisco, Jan. 15. Alesia, orient, Jan. 15. Niemeida, orient, Jan. 19. Niemeida, orient, Jan. 19. Arabia, orient, Feb. 1. Nebraska, Salina Cruz, Feb. 5. Numbantia, orient, March 25.

Vessels in Port. Leyland Bros. Br. sh., Drydock. Donna Francesca, Br. bk., Astoria. Churchill, Am. sch., Astoria. Aivens, Am. sch., Astoria. W. F. Jewett, Am. sch., Astoria. Irene, Am. sch., Astoria. Washington, Am. sch., Drydock. Aberfoyle, Br. bk., Stream. St. Nicholas, Am. ship., Astoria. Berlin, Am. sch., Astoria. Taurus, Am. sch., Kalamazoo. Bc. vet. Fr. bk., Montgomery No. 2. Binville, Fr. bk., Portland. Neotfield, Br. bk., Southern Pacific. Brookfield, Br. bk., O. W. P. Oregon, Ger. sch., Irving. Torridale, Br. bk., Bunkers. Arnesen, Fr. bk., Linnton. Rocambour, Fr. bk., Star Sand. Trillon, Fr. bk., Linnton. Fred J. Wood, Am. sch., N. Pac. Mills. Eugene Schneider, Fr. bk., Greenwick. A. Tour de Arvey, Fr. bk., Stream. Tweeddale, Br. sh., Portland Lbr Co. Desail, Fr. bk., Stream. William Bowden, Am. sch., Stream. South Bay, Am. sch., Fongus Point. Yellowstone, Am. sch., Exp. Dolphins. Carmanian, Br. bk., Exp. Dolphins. Yosemite, Am. sch., Standard Box. George W. Elder, Am. sch., Rainier.

SIDE LINE STORES OF GREAT NORTHWEST

GILLIAM CIRCUIT COURT. But Four Criminal Cases on the January Docket.

(Special Dispatch to The Journal.) Condon, Or., Jan. 7.—The work of the January term of the circuit court for Gilliam county, Judge Littlefield, was transacted in two days, as the docket was light. There were only four criminal cases, and numerous other suits which have been pending for some time either dismissed or continued.

A. A. Reed, who two months ago was caught in Arlington as he was taking the train after cashing several forged checks, pleaded guilty and was sentenced to three years in the penitentiary. Albert Vaughn and Earl Brown, who had broken into the section house at Quinton and stolen provisions, also pleaded guilty and were given one year in the state prison. Terrell Hope, who had stolen a purse and \$55 from a fellow workman on the Martin ranch near Olex about a month ago, pleaded guilty and was sentenced to two years in the penitentiary. All four prisoners were taken to Salem this morning by Sheriff Rogers.

William Dowling was given his papers admitting him as a citizen of this country.

EASTERN YAKIMA GROWS

Reclamation Work Brings Settlers in Numbers. (Special Dispatch to The Journal.) North Yakima, Wash., Jan. 7.—An evidence of the fact that the reclaiming of the lands in the eastern part of Yakima county, the project of the reclamation project, is bringing settlers into the county in large numbers, is shown by the fact that another town, the town of Byron, has been laid out close to the Benton county line and the plan is to approve by the county commissioners. The actual work of laying out and building the town will begin in a few days.

Already down there is well settled, and many other settlers will be attracted thither as the reclamation work advances. The new town is far enough from Belma and Sunnyside to have enough independent territory to support it. It will affect no less than 100 districts in Lane county. In counties where there are mountainous, desert and sparsely populated districts, it would be equally far reaching. There are districts in the state in which there is not more than \$5000 worth of taxable property, in such a 5 mill levy would yield only \$25. The balance that would have to be made up by the county would be \$125.

FAIR ASSOCIATION ELECTS

Lige Colman Chosen President at Gresham Election. (Special Dispatch to The Journal.) Gresham, Or., Jan. 7.—The annual election of officers and directors of the Fair association was held here today.

Asanler, Fr. bk., Astoria. Alliance, Am. sch., Couch st. Condon, Ger. sloop, Couch st. En Route to Load Lumber. Annie E. Small, Am. sch., Hongkong. Shaara, Am. sch., San Francisco. Virginia, Am. sch., Malendro. Geo. L. Fenwick, Am. sch., San Francisco. Am. sch., San Francisco. Harold Dollar, Am. sch., San Francisco. Talia, Am. sch., San Francisco. Mayer, Fr. bk., Newcastle-on-Tyne. Babin Cheyvre, Fr. bk., Antwerp.

En Route With Cement and General. Gulf Stream, Br. bk., Antwerp. Alice, Fr. bk., Antwerp. Glenvalon, Br. bk., Antwerp. Pottalock, Br. sh., Antwerp. Weaver, Br. sh., Antwerp. Matern, Br. sh., Newcastle-on-Tyne. Babin Cheyvre, Fr. bk., Antwerp.

Tramp Steamers En Route. Robakir, Br. bk., Orient. Boer, Br. bk., San Francisco. Eisa, Nor. sch., Vancouver, B. C. En Route in Ballast to Load Grain. Homeward Bound, Am. bk., Callao. Thiers, Fr. bk., Belfast. Francis, Fr. bk., Callao. Lantier, Fr. bk., Callao. Clan Graham, Br. bk., Callao. Laennee, Fr. sh., Hobart. Edinburg, Br. bk., Honolulu.

Oil Steamer En Route. Col. E. L. Drake, Am. sch., San Francisco.

ASK REFORM IN SCHOOL LAWS

(Continued from Page One.) them through poverty and other causes have failed to meet it completely. The failure is due to various causes. There are wealthy schoolhouses in some remote districts, which have no schools, and they and their friends refuse to vote the special levy required to pay teachers and meet other school expenses. There are also wealthy families who move to cities and care not whether the local school is fully maintained and therefore vote against the special levy. The result is that even the modest requirement of a four months' school cannot always be met, and it is upon the poor and feeblest of the people that the burden of the educational purposes that the loss of opportunity for school pupils falls.

DEATH ROLL OF THE NORTHWEST

(Continued from Page One.) mercer commission. There is no stay of the application of the rate except through injunction, a very unsatisfactory process. No relief can be had except after a long and tedious trial before the commission. Then if the commission rules against the shipper he has no appeal.

DEATH ROLL OF THE NORTHWEST

(Continued from Page One.) Rate Amendment. "The amendment provided that when a rate was increased the shippers affected could ask for a stay of its effect until a hearing had been held. This amendment was urged by the president, by the interstate commission, and by the shippers of the country. It seems, however, that other interests were more powerful in the senate."

DEATH ROLL OF THE NORTHWEST

(Continued from Page One.) Martin Mehan. (From Press Release.) Ellensburg, Wash., Jan. 7.—Martin Mehan, who came to the Kittitas valley in the '70's and was one of the oldest settlers in this region, dropped dead of heart disease this morning at his home. He was about 72 years old and unmarried.

DEATH ROLL OF THE NORTHWEST

(Continued from Page One.) Talking Postal Cards. From Popular Mechanics. The postal card is the latest invention of a French engineer, and has become so popular in that country that it is being introduced here. The postal card is a small card, and the device will be placed in the cities of the United States.

DEATH ROLL OF THE NORTHWEST

(Continued from Page One.) How to Get Rid of Catarrh. A Simple, Safe, Reliable Way, and It Costs Nothing to Try. Those who suffer from catarrh know its miseries. There is no need of this suffering. You can get rid of it by a simple, safe, inexpensive, home treatment. Dr. Blosse's Catarrh Remedy, for over thirty-four years, has been treating catarrh successfully.

DEATH ROLL OF THE NORTHWEST

(Continued from Page One.) VALUABLE HOME RECIPE Will Break Up Severe Cold in a Day and Cure Any Cough. Mix one half ounce of Concentrated pine compound with two ounces of glycerine and a half pint of good whiskey. Shake thoroughly each time and use in doses of a teaspoonful to a tablespoonful every four hours.

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The Most Valuable in the Third and Morrison The Best in Quality

CLEARANCE SALE

Prices Reduced in Every Section of the Store

- BEDDING REDUCED DOMESTICS REDUCED CURTAINS REDUCED FLANNELS REDUCED WASH GOODS REDUCED DRESS GOODS REDUCED SILKS REDUCED LININGS REDUCED RIBBONS REDUCED LACES REDUCED TRIMMINGS REDUCED EMBROID'RIES REDUC'D GLOVES REDUCED ART GOODS REDUCED NOTIONS REDUCED SHOES REDUCED MEN'S WEAR REDUCED HOSIERY REDUCED KNIT UND'RWR RED'CD CORSETS REDUCED MUSLIN WEAR REDUC'D APRONS REDUCED PETTICOATS REDUCED SUITS REDUCED COATS REDUCED SKIRTS REDUCED WAISTS REDUCED

Tomorrow WILL BE OUR 479th Bargain Friday

The Values Offered Will Be Most Extraordinary! Don't let the weather conditions prevent you from attending this great sale, for the most seasonable goods, just the things needed this stormy weather—HAVE BEEN ESPECIALLY REDUCED.

DEATH SUMMONS CITY COUNCIL TO VAN SCHUYVER SEEK THE LIGHT

Portland Pioneer Yields to Grim Reaper After Short but Hard Struggle. Mayor Lane Calls Special Session to Treat With Electric Company.

William J. Van Schuyver, one of the old residents of Portland, and prominent in business and social circles since 1861, died at his home about 6 o'clock this morning at the age of 74. Mr. Van Schuyver had been seriously ill only since Christmas day. The immediate cause of his death was neuralgia of the heart, which terminated fatally this morning.

The firm of W. J. Van Schuyver & Co., founded by him in his early days here, has been one of the leading firms in this line ever since. In his long residence here he had been known among a wide circle of business men, who have had the greatest respect for his upright character and integrity.

Mr. Van Schuyver is survived by his wife and three grown children, all of this city. One of his old friends, B. G. Whitehouse, in speaking of his death this morning said: "It was a sad surprise to me. I have known Mr. Van Schuyver many years. There was no more honorable man in all his dealings, and I know of his charities in many instances, which were always quiet and unostentatious. He was a thorough gentleman and an upright citizen. Of those who were his closest associates in the early days—C. H. Lewis, John E. Foster, S. Ladd, Henry Felling, J. B. Congle and others—there are but few left. Mr. Van Schuyver will be much missed."

The funeral will be held from the residence, 835 Lovejoy street. Judge George H. Williams said of him: "I have known Mr. Van Schuyver for many years, and I have known him through many years a most upright and honorable man. He deserved and held the highest respect of the citizens of this city. Mr. Van Schuyver was prominent in the Benevolent and Protective Order of Elks."

The directors of the company recently refused to renew their contract with Swenson and dispensed with his services as sales agent. Swenson states that when the books were expeted Swenson was found to be over \$3000 short in his accounts. It is conceded, however, that Swenson will have more than this coming to him on a final settlement, but it is asserted that he is not entitled to claim anything at this time.

Los Angeles School Extension. Los Angeles, Cal., Jan. 7.—The board of supervisors is preparing to issue \$200,000 school bonds, bearing four per cent interest, following an election at which the issue was authorized. Twelve new buildings will be erected and one enlarged with the money voted.

COAL \$6.50 PER TON For Range or Furnace Washed and Screened No Soot No Dirt F. B. JONES & CO. EAST 7—BOTH PHONES—B 1771

Jolly Good Time Is sleighing, and no chance of a cold, if the children are warmly clad. Just to see the boys have a good time we make the following reductions on warm winter clothes: Warm Reefers, flannel lined; \$6.50 value for \$4.35 Warm Reefers, \$4.00 value... \$2.35 Warm Sweaters, \$1.25 value... \$69c Warm Caps, 50c value for... 25c Solid Rubber Boots, \$2.50 val. \$1.99 Calfskin Shoes, \$2.00 value... \$1.39 We advertise facts only.

160-170 THIRD STREET

This ad is merely to call your attention to the fact that the



is the only means of transportation not particularly hampered by existing weather conditions. THINK IT OVER COVEY MOTOR CAR CO. Pierce-Arrow and Cadillac, Babcock Electric SEVENTH AND COUCH STREETS

COAL \$6.50 PER TON For Range or Furnace Washed and Screened No Soot No Dirt F. B. JONES & CO. EAST 7—BOTH PHONES—B 1771