

# BLIZZARD IN EAST

New York in Grasp of Storm of Ice and Snow.

## CLAIMS TOLL OF SEVEN LIVES

Many Persons, Benumbed With Cold, Fall and Break Bones—Street Cars Blocked.

New York, Jan. 6.—Not in several years has New York been visited by a storm of such proportions as that which commenced yesterday and continued until early today. Nine inches of snow fell, paralyzing traffic, and brought untold suffering to the city's poor. Seven deaths in New York and vicinity were reported, while many persons, overcome by cold, dropped to the street, some of them fracturing bones.

Five of the seven men who met death from the results of the storm died from exposure and another slipped on the icy platform of an elevated station, fell in front of an approaching train and was ground to pieces. The seventh, a conductor on the Pennsylvania railroad, blinded by the driving snow, stepped in front of the "Congressional Limited" train at South Amboy and was instantly killed.

It is estimated that the storm will cost the New York city railway company over \$100,000.

Incoming ocean liners report a blizzard at sea.

Today 5,000 men were put to work clearing the streets of New York and tomorrow the number will be doubled.

The effects of the blizzard were felt at most points along the New England and Middle Atlantic coasts. So far no marine fatalities have been reported.

In New York city traffic of all kinds was impeded, trolley lines were tied up and the streets, swept by a gale driving before it fine snow that cut like sand and piled in great drifts, were practically impassable. Railroad trains from all points were delayed from a few minutes to three hours, and the elevated lines were operated with the greatest difficulty, without regard to schedule. At sea the conditions must have been severe, but so far no disaster has been reported.

## AWFUL COST OF VICTORY.

Facts About Siege Gleaned From Records of Stoessel.

Chefoo, Jan. 6.—Some interesting statistics concerning the defense of Port Arthur were brought here by the flotilla of Russian torpedo boat destroyers which carried numerous chests containing complete records of General Stoessel's army.

Originally the army numbered 35,000. Eleven thousand have been killed, 16,000 are wounded or sick, while 8,000 remained in the forts, of whom, however, 2,000 were unable to fight.

It is learned that, when General Stoessel wrote to General Nogi regarding the surrender of the fortress he said:

"I have 8,000 men in the forts, and 6,000 of these are able to fight. If you do not accept my proposal these men will die fighting, but it will cost you three times their number to kill them."

During the siege 265 per cent of the garrison were put out of action. This remarkable fact was due to wounded men returning to the front. Cases have been recorded where men have gone to the hospital seven times, returning convalescent to the forts.

The number of officers killed was proportionately greater than in any battle known to history. This was due to the frequent lethargic condition of the men, who, without food and without sleep, moved only when led by their officers. The Russians estimate that the taking of the fortress has cost Japan \$100,000,000.

## Crowds Cry for News.

St. Petersburg, Jan. 6.—The scenes at the admiralty and war office today were a repetition of those of yesterday, crowds of weeping women and children vainly asking for lists of the survivors of the Port Arthur garrison, which could not be furnished. While the Russian military law is imperative in the requirement that the commander of a fortress who surrenders shall be tried by court martial, the emperor will undoubtedly order that this formality be dispensed with in the case of General Stoessel.

## No Time for Mediation.

Paris, Jan. 6.—The official view here continues to regard mediation between Russia and Japan as impracticable. The Temps, semi-official, in a leading article, says: "Russia will not consider mediation at a moment when her self-esteem is suffering from the deepest wound and before playing her strongest card, namely, the concentration of an overwhelming force under General Kuropatkin." The same opinion is held at the foreign office.

International Salmon Commission. Victoria, B. C., Jan. 6.—Local canners have been advised of the intention of the Dominion government to seek the appointment of an international commission to investigate the fisheries on the Pacific coast with a view to providing joint regulations for the preserving of the fisheries, particularly of the salmon fishery.

## WILL BE SMALL.

River and Harbor Appropriation Bill Will Be Cut.

Washington, Jan. 10.—The river and harbor committee has adopted the policy of appropriating only for waterways which are being partially improved at state or municipal expense.

Representative Williamson today laid before Chairman Burton a long statement showing that the city of Portland has expended up to December a total of \$1,698,000 in channel improvements from Portland to the sea, and that the state of Oregon has appropriated \$165,000 for building a portage road from The Dalles to Celilo and \$100,000 additional for the purchase of right of way for a government canal between these points.

In view of these large expenditures Mr. Williamson urged the committee to deal liberally with all Columbia river projects.

The conference of Republican leaders at the White House today, taken in conjunction with the announcement of Mr. Burton, is taken to mean that there will be little or no appropriation for rivers and harbors at this session.

Before his conference with the Republican leaders the president talked over the situation with Mr. Burton and expressed in very forceful terms his conviction that it would be wise, in view of the depleted condition of the treasury, to postpone the river and harbor bill, and to expend any available surplus in carrying out a liberal naval program. Mr. Burton has not yet abandoned the idea of passing a river and harbor bill this session, and his committee will go ahead with its work, hoping to complete a bill by the end of next week. The bill, however, will be small, and will provide only for the more important projects, cutting out all small waterways which have no real commerce, and which are not supported in any way by state appropriations.

If such a bill is brought in, it will provide for the mouth of the Columbia river—the river from Portland to the sea—and for the Dalles-Celilo canal, and may possibly make some provision for the acquisition of the canal and locks at Oregon City, provided the state is willing to bear part of the expense. Aside from these items, however, there seems at this time to be little prospect that congress will do anything this session for the waterways of the North Pacific.

## BEGIN THIS YEAR.

Oregon Irrigation Projects to Receive New Impetus.

Washington, Jan. 10.—If plans formulated at a conference today between Senator Fulton and F. H. Newell, chief of the reclamation service, and his assistants, J. B. Lippencott and Henry N. Savage, shall be consummated according to expectation, the government will be able during the coming summer to begin construction of two enormous irrigation projects in Oregon, one in the Klamath Basin, costing \$5,000,000 or more, the other on Malheur river, costing \$2,000,000. Senator Fulton, met the engineers to talk over the situation and ascertain just what is standing in the way of construction of these great works.

It was agreed that three material obstacles must be removed before the Klamath project can be formally adopted, notwithstanding it has already been adjudged entirely feasible and declared to possess many attractive features. This project proposes not only to drain Lower Klamath and Tule lakes, but to lower the level of Upper Klamath lake and to diminish the flow of Link and Lost rivers by diverting their waters into irrigating canals. All these waters are navigable and there fore cannot be used for irrigation save by special act of congress. To remove this obstacle, Senator Fulton will cooperate with Senator Bard, of California, and endeavor to get the latter's bill passed through both houses this session. He anticipates that no objection will be raised.

## Bishop Spalding Half Paralyzed

Peoria, Ill., Jan. 10.—The condition of Bishop John L. Spaulding was unchanged today. Since his paralytic attack yesterday afternoon he has practically recovered the use of his vocal organs. His left arm and the entire left side of his body are paralyzed. At St. Mary's cathedral tomorrow morning prayers will be offered in connection with high mass. All of today the Episcopal residence was deluged with telegrams of sympathy from all over the United States, President Roosevelt being among the first.

## Elevator Ruined at Kansas City.

Kansas City, Jan. 10.—The Maple Leaf grain elevator in Kansas City, Kan., owned by the Chicago Great Western railway company, was burned tonight with 300,000 bushels of wheat, entailing a loss of \$300,000 on building and contents, fully insured. The fire was caused by sparks due to friction of a belt. Thirteen railroad cars loaded with grain and a number of negro cabins were burned. All the grain was saved.

## Decrease in Anthracite Output.

Philadelphia, Jan. 10.—The total anthracite production in Pennsylvania for the year 1904 was almost two million tons below the output of 1903. The total production for 1904 was 57,492,522, as compared with 59,362,831 during the previous year.

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	Leaves Corvallis	1:48 P.M.
	Arrives Yaguina	6:20 P.M.
No. 3, returning:	Leaves Yaguina	6:45 A.M.
	Leaves Corvallis	11:30 A.M.
	Arrives Albany	12:15 P.M.
No. 3 for Albany-Detroit:	Leaves Corvallis	6:00 A.M.
	Arrives Albany	6:40 A.M.
	Leaves Albany for Detroit	7:30 A.M.
	Arrives Detroit	12:02 P.M.
No. 4, from Detroit:	Leaves Detroit	12:35 A.M.
	Arrives Albany	2:15 P.M.
	Leaves Albany for Corvallis	7:15 P.M.
	Arrives Corvallis	7:05 P.M.

Trains 1 arrive in Albany in time to connect with the S. F. south bound train, as well as giving two or three hours in Albany before departure of S. F. north bound train.

Train No. 2 connects with the S. F. trains at Corvallis and Albany, giving direct service to Newport and adjacent beaches.

Train No. 3 for Detroit, via Albany, leaves Corvallis at 6:00 a. m. and connects with the S. F. Albany Portland local train leaving Albany at 7 a. m. Train No. 4 leaves Albany for Detroit at 7:30 a. m., arriving there at noon giving ample time to reach the Breitenbush hot spring the same day.

Train No. 4 connects at Albany with the Portland Albany local, which arrives there at 7:15 and runs to Corvallis leaving Albany at 7:15 and arriving in Corvallis at 7:55 p. m.

For further information apply to  
EDWIN STONE, Manager.  
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Atlantic Express 8:15 p. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	9:00 a. m.
St. Paul Fast Mail 8:15 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Wallace, Pullman, St. Paul, Duluth, Milwaukee, Chicago and East.	7:15 a. m.

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Stops the Cough and heals the lungs and prevents  
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