STREETS FULL OF SLUSH, MUD AND WATER.

Trains Much Delayed - Telegraph Service Prestrated-Street-Cars Run on Irregular Time.

Warmer weather asst more rain is the official forecast for the next 2t hours, and the prospects are that the great snow-drifts that now blockade the streets and cripple traffic of all kinds will be transformed into lakes and running streams by night. The street-car lines are gradually recovering from their paralysis. A fairly good service was had on the principal suburban roads yesterday, and the managers all promise to have cars running on schedule time this morning. The whole city is, in fact, gradually recover-ing from the effects of the worst snow storm of recent years, and business prom-ises to resume its normal condition within

the next 48 hours.

The experience of every individual who was compelled to be about town yesterday was, to say the least, extremely unpleasant. Just 22 inches of snow—fine, hard, solid snow—has fallen since the storm commenced at 420 o'clock on Wednesday morning, and it has been packed hard by a cold divisities rain, that because it is the property the the next 48 hours. a cold, drizzling rain, that brought the total precipitation mark up to 4.53 inches. That was the record at 5 o'clock last evening. At daybreak yesterday morning the principal streets of the city were as treacherous as a merass. Between the high banks of snow that filled the gut-ters ran stroams of slushy water ankledeep, while every corner drain was marked by a huge pool. Before the break of day travel was really dangerous, for not a street-lamp was burning, and the slippery sidewalks and half-metted drifts offered insecure footing, while daugling wires, broken by the tremendous weight of ice, gave a suggestion of unrestrained electric fluid that was anything but pleas-ant to the belated pedestrian. After the accident to a United Carriage Company horse on the East Side it was with reluc-tance that hackmen could be induced to carry passengers. Then, too, the horses were all tired out from 34 to 36 hours' drug in the deep snow, and owners were loath to let them go out unless in case of

absolute necessity.
When daylight came, Superintendent of
Streets Gradon and augmented forces at work down town providing for adequate drainage. Men were stationed at the cor-ner drains to seep them clear of slush and drift, while others cut channels through the drifts and hollowed out the gutters. Where the occasion seemed to emand it, manholes were opened and the surplus water permitted to run directly into the sewers. Before the business portion of town was fully awake, the cross ings and sidewalks had been cleared sufficiently to render travel without boats practicable, out good rubber boots were ded to insure the pedestrian against

An order by Chief of Police Minto in regard to clearing roofs and sidewalks was strictly enforced by patrolmen in the business districts, and instructions given to property-owners in the residence por-tion of the city to attend to the matter as early as possible. But the city officials themselves did not follow the role they hald down to others in regard to crossings. While sidewalks were high and dry by noon, crossings were so blocked with snow, slush and surplus water all day long that only persons properly booted could expect to keep dry.

The street-car service recovered with the most provoking slowness, and thou-sands of people whose business demanded their presence down town at an early hour tramped through the water and slush and crusted snow without waiting for the small-like cars. The cable line was the first to lift itself permanently from the vise-like grip of winter. Superintendent Fuller had men at work on the line all night, and at 10 o'clock in the morning had cars running from Portland Heights' to the union depot on schedule time. The Portland Consolidated Street Rail-

way Company's lines gave a fair service all day. Twenty-third street was open as far as Quimby, and cars were run on good time to that point from the foot of Washington street. The Second-street line is open to Fulton Park, and cars were running last evening on schedule time. The Sixteenth and Thirteenth-street lines are all right. On the Portland & Vancouver division cars were run every half hour yesterday from the junc-tion of Union avenue and East Burnside street to Woodlawn, Beyond Woodlawn, although the tracks were clear, no trains were run, because it was reported that the Columbia-river ferryboat was disabled by reason of the great amount of ice run-ning. Cars were not run to the West Side because of the repair work on broken wires. The company will have all its lines in full operation today.

The City & Suburban company was the worst handicapped in the city. Huge piles of snow were heaped along its downtown tracks, and passing vehicles worked it over on the tracks from time to time, so that it required the constant attention of the powerful rotaries to render them passable. Then the deep water and slush be-tween the rails worked into the armatures of the cars and played havoc with them. In spite of all these difficulties, great progress was made in opening the several divisions yesterday. The Mount Tabor and Sunnyaide line was opened first yesterday, and ears run every hour from the Morrison-street bridge. Later in the day the service was made half-hourly, and may the service was made half-nourly, and passengers landed on the West Side, at First street. The Ankeny-street division was opened in the afternoon, but the Waverly and Woodstock lines still remained closed last night, because of broken and tangled wires. On the Albina division vision cars were running last evening on both the upper and lower lines, and the St. John's motor line was open clear through. On the West Side the Savier and Glisan streets line have been practically open for two days past, and the Third-street line was opened yesterday as far south as Sheridan street. The Morrison, Nineteenth and Montgomery street divisions will be open this morning, as will also the West Side loop for the East Side system. By keeping a force of men at work all night, the company officials said last night that they expected to have all cars running on time on every division this forenoon.

The rapidly melting snow and heavy rainfall have made a booming river. The reading on the government gauge at the realing on the government gauge at the foot of Stark street, at 11 o'clock yesterday morning, was 7.4 feet, indicating a rise of 23 feet in the preceding 24 hours, and 4.8 feet since December 29, the lowest stage this winter. From the bridges the river looks turbulent and muddy, and the current is very rapid. Drift is running to street quantities and the in great quantities, and the appearance yesterday of sawlogs and cardwood would seem to indicate that some booms up-river must have broken loose. The weather of ficials say that a considerable rise in the river may be expected, but it will not be high enough to damage property. During the long dry period preceding the great storm, the stage of water in the river be-came unusually low, and but little move was rescriptated upon the bills. Now the was precipitated upon the hills. Now the snow and rain that have fallen will alone have to be carried off, and there is not enough of it to make a fixed However, the weather bureau has taken the pre-caution to put correspondents at up-river points, and hereafter until the storm period is over, daily reports of the gauge readings at various points will be received

Owing to the prestration of the tele-graphic system, the weather bureau was unable last exeming to learn the extent of the storm. By reports received from along graphic system, the weather bureau was

the line of the Southern Pacific, it is known that the storm has become gen-eral on the coast, extending from San Francisco north to the queen's domains.

Heavy rains fell yesterlay in California, but a steadily rising barometer theresand at points north seem to indicate that the storm-center is traveling north, and the storm-center is traveling north, and the officials here believe it is now central over Northern Washington. Heavy rains and warmer weather may be expected the contact of the gloves with the wire then lifted the wire up with a whip and the boy drove on. The boy was astonished, and remarked, "Gol darn the thing; who'd a thought there was fire in it."

H. C. Morris, a milk dealer in the south-

here today.

MOVEMENT OF TRAINS. The Oregon Railway & Navigation line faring worst of all from the storm. This road is in the midst of a genuine blockade, as no trains have come in since Wednesday. The principal trouble is besent out from Albina Thursday morning, reached The Dalles all right and then started back, but it has not reached this city yet. Following the plow is a train with westbound passengers, mail and express. They are somewhere near the Cascades now, but cannot be exactly located, as all wires are down. The snow is reported to be drifting badly in and just west of the Cascades, and in one place, the snowplow on its return encountered a 29-foot drift in a cut which it had pre-viously cleared. No trains will leave out on this road until the line is thoroughly

The Northern Pacific is not having any serious trouble, as there is no snow on the track, but trains are compelled to nove slowly, owing to the fact that nearly all wires south of Winlock are down. The local came in from Tacoma at 5:40 o'clock last evening on time, and Conductor Buckley reported the road to be during the day, in splendid condition. No. 1, from the Electric lights East, due at 8:45, was reported around the found in a dem depot to be five hours late, but no news could be had from the north to verify it. Passenger officials expect the train early this morning. All Northern Pacific trains

left this city according to time-card. The Southern Pacific through train from Oakland, Cal., due here at 8:20 yesterday norning, will reach Portland at 5 o'clock this morning, and the train due this morning is expected here at noon. The only trouble experienced on this line was in the Siskiyous, and the division is now open. The overland trains were held back until the rotaries got through with their work. The California train left on time last evening, and East and West Side locals moved regularly without trouble. THE TELEGRAPH WIRES.

The telegraph companies, on an occa on like this, suffer as much as the railroads. The heavy ice on the wires and failen timber are responsible for the breaks, and the difficulty of getting about the country delays the work of repairing. Every effort, however, is being made by the two companies to keep their lines

It is learned that all wires over the O. R. & N. were prostrated by the sleet storm between Portland and Troutdale, three miles of poles being torn down. Between Troutdale and The Dalles the wires are in equally bad shape. From the east to Bonneville everything is all right, and these points are reached in a roundabout way from San Francisco, Ogden, Helena and Spokane. The line is open from Spokane to Walla Walla and Eastern Oregon points, thus completing a round circuit, reaching all points ex-cept Troutdale. The Western Union has three full gangs of repairers, comprising 60 experienced linemen, besides the regular force, and they should get the wire in fair shape today. All this company's wires over the Southern Pacific are in good shape to Ashland, and working well. Between Ashland and Sacramento but ceeping Portland in communication with the outside world. On the Northern Pa-cific all wires are down between Portland and Scupposse, except a train wire, which is good only to Kalama. Twelve or fif-teen poles are down at Holbrook, and there are preaks between Scappoose and Chehalls. This division is usually covered by Northern Pacific linemen, but the Western Union has sent out a number

of extra men to assist them. These wires should also be in working trim today. As the Astoria wire follows the Northern Pacific almost to Kelso, it is also down. The Vancouver wire is in trouble north of East Portland. The Southern Pacific West Side wires suffered greatly this side of Whiteson, but are now in good con-dition. Lines along the old narrow gauge which were down have been raised. Commercial business can be handled promptly as long as the San Francisco wire is up. Out of 37 wires coming into the Portland office, not one was heard to tick for two hours during the heaviest part of the storm, but with commendable promptness Manager Dumars immediate-y centralized his forces here and began the work of repair. From this point the actions of the men are governed by or-ders from wire chiefs, and business has not suffered material delay.

No bride should commence housel without a supply of Dr. Price's Baking Powder. It's a boon to beginners.

#### LIFE ON THE EAST SIDE. Horses Killed by Live Electric Wires

-Cars in Running Order. The people at Mount Tabor and Sunny ity and back to their homes yesterday, through the efforts of the officials of the City & Suburban railroad. On the south end branch, reaching to Waverley, Richmond and Woodstock, the electric cars were not able to go much beyond East Twenty-sixth street, on account of the falling of the trolley wires; but a force of men were hard at work all day getting things in shape, and will probably suc-ceed in opening up the lines by this morning. Cars ran during the day to Helladay avenue, and occasional trips were made on the East Ankeny branch. The Albina branches were very pearly restored. The City & Suburban Company has about 5 miles of railway on the East Side, and it is not an easy matter to got the various branches in running order after the storm. The East Side railway succeeded in partly restoring service, and will likely have cars running on time today. On the Vancou-ver branch of the Portland Consolidated,

cars were run north from the intersection of East Burnside and Union avenue. An amusing, and what might have been a serious affair occurred in Albina yester-day forencen. A country boy drove in with a two-horse wagon, and was pro-ceeding toward the free ferry, when a wire dropped across the wagon and caught fast. The boy, who did not know there was any danger in the wire, started to lift it up. He was warned by a bystander

the troller. The boy picked it up. Th was a flash of light and he dropped very quickly. He received a slight sho

here today.

By concentrating its forces upon the central portion of the city, the Portiand General Electric Company succeeded in repairing its broken wires so that the interest lights were turned on early last evening, and the city emerged from the Egyptian blackness in which it had been plunged Thursday night. There are some broken wires still to repair in outlying districts, and some suburban localities are still in darkness, but it is thought that everything can be put in proper shape by this etening.

A live wire across the street at the corner of Union avenue and Sacramento sireet, Albina, caused the death of another horse at 7.30 last evening. No one was injured. As the telephone wires to Albina are down, no particulars as to the accident were obtainable last night, and not even the name of the owner of the horse could be learned.

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In the C. Morris, a milk dealer in the settled at the intersection of East Eleventh and East Shide city water works dropped down and came into contact with the trolley wire to the pumping station of the East Shide city water works dropped down and came into contact with the trolley wire of the Clip & Suburban railroad, and the horse tolicy micro the pumping station of the East Shide city water works dropped down and came into contact with the trolley wire to Clip & Subur H. C. Morris, a milk dealer in the south

it was reported at the central office last night that the telephone wires are, for the most part, in good shape, and the few that are still down will be repaired ing East Burnside, the animal suddenly and the few that are still down will be repaired. iropped to his knees. He thought the ant mai had fallen for some reason and would get up, but instead he fell prostrate. Mr. Gardner then got out and discovered the

horse was on a wire. Officer Hewitt came to his assistance and severed the wire with a hatchet. This shut off the current and tween Portland and The Dalles. East of the latter point, the road is open, and tradus reaching that city turn around and return East. The rotary plow which was

terday was not a very easy or safe thing, as there was no telling when one would collide with a live wire of some sort. On the outskirts last night, there were no merous wires down connecting with the light circuits which might be live, al-though they were supposed to have been cut out. It is not safe to touch any wir that may be hanging down from the poles, as in the present condition of affairs they may be live.

There was yesterday a fearful snarl on Grand avenue, near the Stephens bridge, toward the south end. The combination of electric light, telegraph and street-car wires fell in the street yesterday morning in a mass, seemingly hopelessly entangled. A force was at work there

Electric lights on the East Side were found in a demoralized condition yesterday morning. This was especially true of the lights in Holinday's addition, Sunnyside and along the outskirts of the circuits. These disrupted lights were cut out during the day, and the lights in the business portions of the East Side were started up at right.

The electric light wires out to Mount Tabor were completely prostrated yes-terday. The storm seemed to be more severe at Mount Tabor than in the city. An old storchouse in the rear of Payne's foundry building on East Third and East Pine streets, fell with a crash yesterday afternoon. It contained a few old tools. There are numerous buildings all over the East Side which seem ready to col-lapse with their heavy loads of snow, and there is very little effort made to relieve

"All things here are out of joint," says the poet. Not for the enterprising house-keeper who uses Dr. Price's Baking Pow-

#### A DAY IN SLUSH AND WATER.

Though the ice is running freely in the Columbia, navigation on the lower river is not interrupted. The Telephone and the O. R. & N. boats arrive and depart

ory, at Front and Seventeenth streets a large three-story building, was crushed in by the weight of snow yesterday, do-ing considerable damage.

siding at 360 Grant street, was quite badly hurt while coasting on Thursday by running into a fence. She was cut about the head and face. A physician was called and sewed up her wound, and left her on the road to recovery. siding at 360 Grant street, was quite badly

The ordinance providing for clearing sidewalks of snow, like many other laws made for the benefit of the public, has never been enforced. In other days the street-cleaning department used to send out triangular snowplows, which a horse dragged along sidewalks and made com-fortable traveling for miles in a short time. Things are different now.

The fact that trains have been blockaded in the gorge of the Columbia by the late storm recalls the great storm when a train was snowbound a few miles above the Cascade locks for three weeks. Many remember the storm, and the fact that the streets of Portland looked about as they did on Thursday, for three weeks, but few have any idea that that was 10 long years ago. The storm began on or about December 17, and all the men and snowplows available could not get the snowbound train free for about 20 days. The handsome elm trees around Hon, H.

W. Corbett's residence suffered consider-ably from the sleet, owing to their long, pendant branches. One of the trees at the north end of the house has every main limb broken off. These trees still show traces of similar damage received in the lest bad sleet storm some years ago. In-quiry was made of a number of persons resterday to ascertain how long ago that sleet storm was, but no one could re-member. At last a man was found who said he remembered the storm, as he had then just arrived from the East. It occurred between Christmas and New Year's, 1873, and made him think this was an awful country. On the 9th of the next month (January, 1889) the great wind storm occurred, the worst ever known here, which blew down several buildings, including a church and a saloon, and killed one man, besides blowing the steeple off the church at Third and Washington streets. This made him weary of Oregon, and he was bound to go back East, but could not get away.

Last evening, and more especially Thursday evening, when all the street lights were out, many persons were as-tonished to see flashes of lambent flame flickering and gleaming through the atmosphere, like heat lightning playing along the horizon in the summer. These were caused by the trolleys on the street cars, which were running, or trying to run. The number of cars being smaller than usual, and the tracks covered with slush, the current in the wires was more than sufficient and the trolleys ground out lightning by the cartiond. A per-son standing on Third street, at the close of business last evening, saw a party of gentlemen starting out, evidently for a long and arduous journey, and asked a hystander: "Who are these, clothed in long rubber boots, mackintoshes and mufflers, carrying provisions for several days?" The reply was: "These are those who have their residences in the suburba even beyond the lines of cars, which ex-tend into the uttermost ends of civiliza-tion." "Gh!" said the inquirer, "I thought they were a relief party, bound for the

The purity and good value of the "Blue Cross" Ceylon tens accounts for the de-creased consumption of China and Japan

# IT'S AN ILL WIND THAT BLOWS NO

This is a capital time to gather in all the benefits offered by our

#### —18th—

### Annual Clearance Sale

The store is comfortable, whatever the weather. You will have early pick from the clearance specials, choice from fuller stocks and more careful attention than later, when the weather conditions are more favorable for getting about.

SHOE SECTION. More shoes in them: than makes up many a little store's stock. Better shoes in them; better for the price than any others in the city can show. Now is the time you need them, and good rubbers to protect them-rubber boots, if you're going out much-all at clearance prices.

This is the reading season-the time of long evenings and quiet days.

We sell books in the dry goods waymaking them regularly lower-priced than other ways. Now clearance reductions take them still lower.

You can build up a library of standard works now from our stock, at very

TRIMMINGS SPECIAL-A collection of broken lines-one color in this, two or three in that style of trimmings, regular prices running up to \$1-are now offered at 10 cents a yard.

Well worth seeing if some wouldn't See the two window displays of the match your new or freshen up some

> UBRELLAS.-Just as surely needful (in Oregon) as bread. Why not make the big saving clearance prices will help you to by purchasing now, even if your's will wear six weeks longer?

## OLDS&KIN

## WHO PAYS THE BILL?

OVER 8600,000 IN QUESTION BE-TWEEN THE U. P. AND O. R. & N.

Appeal to Supreme Court in the Sheriff Kelly Bond Case-The Dekum Executors Not Satisfied.

For some time there has been a misunrstanding as to who is to pay a number debts incurred by the Union Pacific connection with its operation of the O. R. & N. Co.'s property. When the original order was made by the court appointing E. McNeill receiver of the O. R. & N. property, it contained a provision that he was to pay all the expenses in-curred by the Union Pacific in the opera-tion of the lines and boats of the O. R. & N. for a period of six months prior to is appointment. As was mentioned som time since, a demand was made on Mr. McNeill to pay a hotel bill for meals furnished passengers of the Union Pacific while delayed in Eastern Oregon by the flood last May. This bill was sent to the Union Pacific officials at Omaha, and returned by them with a note stating that the Union Pacific had no funds on hand to pay debts of the O. R. & N. Co. This was thought somewhat strange, as the Union Pacific had the passengers in charge and had received the money for their passage. Since that time, bills have been presented to Receiver McNeill by the Pacific Coast Steamship Company for coal furnished and for moneys due from freight and passenger traffic carried by its steamer, State of California. The Oregon Improvement Company has also presented a bill for coal furnished the Union Pacific, a bill for coal furnished the Union Pacific, and there are similar bills, which the O. R. & N. Co.'s receiver is asked to pay, amounting in all to about \$800,000. This, it is claimed, was not what was understood to be implied in the provision in the order appointing Mr. McNeill receiver, requesting him to pay the expenses incurred in the operation of the O. R. & N. property for six months prior to his appointment. It is claimed that many of the debts comprised in the \$800,000 were ining considerable damage.

Scores of roofs now leak that never leaked before, and those that always leaked now leak the more. A foot of supersaturated snow on a flat roof is about the same as a pond of water of that depth.

A First of the six months prior to Mr. McNeill's appointment, and, not being paid, the bills are now coming in, and the Union Pacific considers them as a part of the six months' expenses provided for in the order.

Mr. McNeill's Appointment in the same as prior to his appointment. It is claimed that many of the debts comprised in the \$280,000 were incurred before the six months prior to his appointment. It is claimed that many of the debts comprised in the \$280,000 were incurred before the six months prior to Mr. McNeill's appointment, and, not being paid, the bills are now coming in, and the Union Pacific considers them as a part of the six months prior to Mr. McNeill's appointment, and, not being paid, the bills are now coming in, and the Union Pacific considers them as a part of the six months prior to Mr. McNeill's appointment, and, not being paid, the bills are now coming in, and the Union Pacific considers them as a part of the six months prior to Mr. McNeill's appointment, and, not being paid, the bills are now coming in, and the Union Pacific considers them as a part of the six months prior to Mr. McNeill's appointment, and, not being paid, the bills are now coming in, and the Union Pacific considers them as a part of the six months prior to Mr. McNeill's appointment, and, not being paid, the bills are now coming in the six months prior to Mr. McNeill's appointment, and, not being paid, the bills are now coming in the six months are now coming in the six months

Mr. McNeill does not see the matter in that light, and a petition has been pre-sented to the United States court asking elver McNelll to pay the bills due that company. This has brought matters to a focus. Judge Bellinger has made an order that the O. R. & N. Co., Oregon Short Line & Utah Northern, and Union Pacific, and its receivers, may defend themselves against the petition of the Pacific coast interventors, the Pacific Coast Steamship Company, the Oregon Improvement Company, and others, by answer or otherwise on January 23. This means that any or all of them who can may get out of paying the bills in question, and it is understood that United States Senatorlect John M. Thurston, general attorney

of the Union Pacific, will be here to argue the case for that company.

The reason given by the Union Pacific for endeavoring to throw the payment of these bills on the O. R. & N. is that it was losing money by operating the O. R. & N. property; but the other side claims that while the Union Pacific is avoiding the payment of all bills possible, avoiding the payment of all bills possible, and at the same time pocketing all the receipts and revenues of the property, there ought to be a showing on the credit side of their ledger during that time. The decision of the court in regard to modifying the original order appointing the receiver of the O. R. & N. Co. will probably show who must settle the bills in question.

In city palace, village home and on the farm, praise of Dr. Price's Haking Powder is universal.

#### SUSTAINS THE EXECUTOR. Judge Northup Renders a Decision in the Girard Estate Case.

In the Girard Estate Case.

The petition of the widow of David Girard, deceased, for the removal of L. Boire as executor of the estate, was denied yesterday by the county judge, after a full hearing of testimony on behalf of both the widow and executor. Mrs. Girard complained that Boire had not settled up the estate, while he had ample time so to be the set allowance for her support, she do. Her allowance for her support, she alleged, was not promptly paid to her, and also, she suid, that Bolre neglected to

keep the buildings of the estate in good repair, and was two years before making his first accounting to the county court, while the law requires a report semi-an while the law requires a report semi-an-nually. Boire explained that there was a mortgage to satisfy, and property would have to be sold to pay it, and this had not been done, because of the existing financial depression. The court held that Boire had acted wisely in not sacrificing property of the estate to pay a mortgage, provided there was no danger of fore-

closure, and held the executor blameless in all of his official acts, save one. For not making his report for two years, innot making his report for two years, in-stead of within six months, as the law requires, Judge Northup decided that Boire was derelict, and took occasion to remark in this connection, that, while he was sorry to have to say so, alne out of every ten executors were derelict in making their reports. He hoped the law would be amended so that this would not longer be the case. There is much other business for the county judge to attend to, and there is such a vast number of to, and there is such a vast number of estates in probate, that he could not possibly give them the attention they demanded. The court found that Mrs. Girand has been applied to the court fou ard had received her allowance, often in advance, and that according to the redent she was confused, and miscalculated the payments made when she received the allowance in instalments. The Girard estate was appraised at \$17,000, co of houses and lands, The mortgage against it is a small one.

#### MR. HUME TAKES AN APPEAL

District Attorney Hume, has appealed to the supreme court his suit against Pen-B. Markle and E. M. McFarland, to re-cover \$400,000, the amount of the sheriff's band. The suit arcse out of the \$550,000 lost in the broken Markle banks.

The case was thrown out by Judge Shattuck, because it was brought in the name of the district attorney instead of in the name of Multnomah county. Mr. Hume asked leave to amend, and include the name of the county, when Judge Shattuck sustained a demurrer filed by the bondsmen's coursel, to the effect that the case was irregularly brought, for the rea-son that it was in the name of Mr. Huma as district attorney

Judge Shattuck held, in effect, that when he sustained the demurrer, it left the district attorney with no case in

the district attorney with no case in court to amend.

The grounds of appeal presented by the district attorney are as follows:

Error of the court in sustaining the demurrer of defendant George B. Markle to plaintiff's complaint.

Error of court in sustaining demurrer of defendant Penumbra Kelly, to the paintiff's complaint.

plaintiff's complaint.

Error of the court in refusing to allow

plaintiff to amend complaint by bringing in Multnomah county as party plaintiff.

Error of the court in sustaining defendant's motion for dismissal of plaintiff's

Error of the court in giving judgment f dismissal to plaintiff's complaint and of dismissal to plaintiff's complaint and awarding defendants costs and disburse

When the case was brought, George B. Markle was here, and was served with the papers. If the supreme court susmah county on his \$400,000 tax-bond by publication in some weekly newspaper.

Will you have to pay an income tax? mize by using Dr. Price's Baking The Dekum Executors Appeal.

## Adolph and Edward Dekum, executors of the estate of Frank Dekum, yesterday

appealed to the state circuit court from the decision of Judge Northup. Mrs. Phoebe Dekum, the widow, was allowed \$200 a month for her support. The exec utors paid the November allowance and refused to pay longer unless Mrs. De-kum should sign a written agreement relinguishing her dower right in the estate She refused, and won her case in the county court. The papers in appeal, presented yesterday, were served upon Senaca Smith, counsel for Mrs. Dekum. The excutors are represented by Milton W.

Cases Set for Hearing. In the United States District court yes-terday, the case of the Bank of Califor-nia vs. J. L. Cowan, was set down for a final hearing on January 10. The case of the German Savings & Loan Society va Van B. DeLashmutt was set for hearing on the same day.

Court Notes. The report of Thomas J. Jones, assigned for John Rogers, shows assets as follows: Real estate, \$86; stock of goods

Mary D. Herrall, willow of George Herrall, yesterday petitioned the county court for an allowance of \$100 per month. The appraised value of Herrall's estate was \$55,240 84; indebtedness, \$22,000.

J. R. Neill, assignee for Ireland & Burns, Past Portland appears vesterday sites.

East Portland grocers, yesterday filed his account with the clerk of the state circuit court, showing assets of the ag-gregate value of \$1942.91, consisting of incollected accounts and stock of goods. Judge Stearns will announce decisions today in the following cases: J. F. Gomez vs. Elizabeth Poland et al.; Northern Counties I. T. Co., vs. M. McNulty et al.; Multnomah county vs. Northwest Loan & Trust Company; O. B. Stubbs vs. Afri-

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know what you are eating when you use Baking Powder Its true composition is

Baking Powder keep their freshness and flavor. given on every label.

All-round Reductions in Prices. Every Department Represented.

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Staple and Fancy Silks and Dress Goods Domestics, Linings, Fancy Goods, Corsets, Gloves, Underwear, Cloaks and Millinery,

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The largest, newest, cleanest and most varied stock in the Northwest, at prices that make it worth your while to buy now anything found in our stock that

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Markle was here, and was served with the papers. If the supreme court sustains Mr. Hume, this service answers. If not, and a new case has to be begun by the district attorney, new service is necessary, and George B. Markle is not here to be notified that he has been sued, and is not likely to be. He will have to be notified that he is being sued by Multno-mah county on his \$400,000 tax-bond by \$\$VIDALV\$ AND UDINALAY. KIDNEY AND URINARY

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