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Our 22nd Annual Clearance Sale

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You can make no better investment than by buying at a profit of from 10 to 33 per cent on every dollar. Our entire stock is selling that way now. On small or broken lines—clearance specials—prices are badly wrecked. A profit of full 50 per cent for you here. More in some cases.

A Chance of Importance

More than the usual, as advanced prices in all lines make manufacturers' cost higher than our prices are now.

OLDS & KING OLDS & KING

J. B. MONTGOMERY DEAD

ENERGETIC RAILROAD BUILDER AND CONTRACTOR.

Sketch of His Career as a Young Man in the East—Work on Pacific Coast.

James B. Montgomery, one of the best-known citizens of Portland, died yesterday afternoon at 4:30 P. M. at his residence, 23 Seventh street, after an illness of nearly a year and a half. His sickness really dated back to 1890, but his condition was not considered serious until about four months ago, when he was taken down, after which he did not leave his room. No arrangements have yet been made for the funeral.

The following sketch of Mr. Montgomery's life is taken from "The History of Portland," written several years ago:

"This well-known citizen, though not among those who came to Portland at the earliest day of the city's history to lay here the foundation of municipal and commercial greatness, is a prominent and representative man of the reinforcement that came when Portland was just beginning her largest growth; and to this reinforcement much of the city's remarkable progress is due.

James Boyce Montgomery was born at Montgomery's Ferry, on the Susquehanna river, Pennsylvania, 25 miles north of Harrisburg, December 6, 1832. He went to school until he was 15 years of age, when he was sent to Philadelphia to learn the typographical art. During several years he worked in the office of the Evening Bulletin, of that city, and became an expert printer. By the year 1853 he had shown to possess good qualities, and was tendered a position as associate editor on the Sandusky (O.) Daily Register, by Governor Henry D. Cook. In this position he displayed so much vigor and ability that he was soon asked to take charge as editor of the Pittsburg Morning Post. This paper was owned by Mr. Montgomery's management, but he saw wider opportunities for activity in the railroad development of Pennsylvania, just then beginning. During his interest in the paper, he met Colonel James P. Barr, his partner, who continued its publication with success till his death, many years later.

"With two associates, Mr. Montgomery in 1852 took a contract to build a bridge across the Susquehanna river at Linden, Pa., for the Philadelphia & Erie railroad. The contract was completed with some profit, which opened the way to other undertakings. In 1853 Mr. Montgomery took a contract to build the Bedford & Hope-well railroad, in Pennsylvania, and in 1854, in association with Captain William Lewis, he undertook to build the New-quehoning Valley railroad, in the same state, but the breaking out of the civil war and the difficulty in obtaining loans caused the project to be abandoned. Mr. Montgomery completed the road, however, in 1863-65. Meantime, he had continued work at intervals as contractor for the Philadelphia & Erie road, and, in 1861, he had been elected to the position which he held until 1869. Among other works executed by him was the construction of a wire bridge across the Susquehanna river at Williamsport, Pa.

"Mr. Montgomery was also one of the promoters of the charter of the Baltimore & Potomac railroad, and in connection with Thomas A. Scales, George W. Case, Joseph D. Exton and J. Donald Cameron, bore an active part in securing the construction and completion of this line between the city of Baltimore and the national capital. He was also interested in the completion of 400 miles of the Kansas Pacific, extending into Denver. His career as a contractor and builder was very active throughout this whole period, and very successful. His natural energy brushed aside all obstacles and led him directly to the fulfillment of his purpose. In 1870 he came to the Pacific coast, and in 1871 to Oregon, where he was offered to build the first portion of the Pacific division of the Northern Pacific railroad, and the contract was awarded him against 25 other bidders. His work on this road, which was completed in 1873, and also erected the drawbridge over the Willamette river at Harrisburg, for the Oregon & California railroad. In 1870 Mr. Montgomery went to Scotland for the purpose of organizing a company, which subsequently built or acquired 163 miles of railroad in the Willamette valley. Of this road, Mr. Montgomery himself built 78 miles. Arriving in Scotland, he brought about the desired organization of the company, contracted for rails at Stockton-on-the-Tees, and then proceeded to London, where he chartered the ships St. Louis and Childers to bring the rails to this country. On the way across the Atlantic he had made the acquaintance of the engineer of Captain Gilmore, who informed him that he was on his way to Cardiff to bring out the ship Edwin Reed with a cargo of rails for the Willamette valley, to be used by a company organized in Great Britain for constructing a line in the former place. Mr. Montgomery, by the celebrity of his movements, not only was the first in getting a company organized, but had his rails at Portland six weeks before Captain Gilmore arrived with the Edwin Reed. In Oregon Mr. Montgomery has done much work of various kinds. He executed for the government large contracts on the channels of the Columbia and Snake rivers, requiring the removal of great masses of rock, particularly at John Day rapids. He built and operated steam sawmills at Skamokawa, on the Columbia, which were known as the Columbia River Lumber & Manufacturing Company's mills. He also constructed for himself large docks and warehouses on the water front at Albina.

Although an active man of business, Mr. Montgomery always took constant

interest in politics. In early years he acted with the democratic party, but, differing from it on questions of slavery, he joined the republican party in 1850 and voted for Abraham Lincoln. Since then he has steadily worked in the republican ranks. He was a delegate from Lycoming county, Pennsylvania, to the republican convention in that state in 1866, 1867 and 1868, and in the convention of 1866 was on the committee on resolutions with Thaddeus Stevens, Wayne MacVeagh and others, reporting a resolution commending the nomination of General Grant for the presidency. This was the first state convention to present the name of General Grant to the country as a presidential candidate.

Although Mr. Montgomery felt a deep interest in politics, he never until 1890 was a candidate for any office. The Union-nomah county convention that year nominated him for the legislature, and he was elected.

In the year 1881 he was married to Miss Rachel Anthony, daughter of Hon. Joseph B. Anthony, of Lycoming county, Pennsylvania. This wife died in 1883, leaving one son. Mr. Montgomery was again married in 1885 to Miss Mary Phelps, only daughter of Governor John S. Phelps, of Missouri.

Mr. Montgomery was known as a man of great activity and energy. His mind was fertile in resources, his man of business and affairs, possessing great force of character, he allowed no obstacle to intimidate him, and was quite successful in his undertakings. Few men throughout the Northwest were so well known for the intelligent energy that accomplished whatever it proposes.

The surviving children are: Henry Moorhead, Mary, Antoinette Wood, Phelps, Ellis, Constance (Mrs. Walter Burrell), Russell and Margaret. In speaking yesterday of his father, Henry said: "I have several times heard my father say that if there was one thing he felt prouder of than another, it was the con-



J. B. MONTGOMERY.

science that a relative had shown in him after reaching manhood. This was especially prized because it came of an acquaintance from birth. The incident occurred in 1861, when father was about 27 years old. He then had accumulated very little property, but had need of \$10,000 to carry on a business project. He was then living 300 miles from General James K. Moorhead, who is the relative referred to. Father went to General Moorhead's residence, asked him to endorse his note for \$10,000, which was done, and the money secured from the Bank of Pittsburg, payable in four months. At the expiration of the period he again needed \$10,000, and he again asked the general to endorse for that amount. General Moorhead replied: "James, it is good deal of trouble for me to endorse your notes every three or four months, and inconvenient for you to come out this distance. I can do something better." He sat down and wrote out the following, which was addressed to an Eastern firm where the general had unlimited credit, and money was much harder to fetch: "To Jay Cook & Co., Washington, D. C.—Gentlemen: I will be responsible to the amount of \$10,000 for moneys advanced to J. B. Montgomery. Respectfully, J. K. MOORHEAD." At the time father said he only thought of it as an act of conspicuous generosity on the general's part, but subsequent years of experience convinced him that it was an act of great confidence in his integrity. General Moorhead never inquired into the matter or spoke of it for nearly two years, and then he merely asked if father had straightened matters up with the bank. Upon being answered in the affirmative, the subject was dropped and never referred to by the general again."

SMITH'S DANDRUFF POMADE

Never fails to stop itching scalp, cure dandruff or stop falling hair. Try it. Price 25c as directed. Sample free. Address Smith Bros., Fresno, Cal.

Your complexion, as well as your temper, is rendered miserable by a disordered liver. Improve both by taking Carter's Little Liver Pills.

Planor-Organe, Wiley B. Allen Co.

Lipman, Walker & Co.

IN ADDITION TO THE MATERIAL REDUCTIONS

ON Every Article in Our Establishment

IS THE CLOSING-OUT-SALE OF ODD LOTS OF MUSLIN UNDERWEAR

CLOSING-OUT SALE OF ODD LOTS OF LACE CURTAINS, PORTIERES, BLANKETS AND COMFORTS

GREAT REMNANT SALE OF DRESS GOODS

GREAT REMNANT SALE OF SILKS

GREAT REMNANT SALE OF TAPESTRIES

GREAT SALE OF LACES AND EMBROIDERIES

MURDERED FOR HIS MONEY

FIRST MATE OF AN AMERICAN SHIP BEATEN TO DEATH.

William Kirk, of the Clarence S. Bement, Found in His Cabin—The Boatswain Suspected.

William Kirk, first mate of the American ship Clarence S. Bement, died last evening at 8:30, from wounds received in his cabin some time between 10 o'clock Tuesday evening and 9 o'clock yesterday morning. His supposed murderer, a newly-shipped boatswain, has disappeared, and is still at large.

Yesterday morning at 9 o'clock the door of Kirk's cabin was opened with some difficulty, by the second officer, J. P. Guthrie, and the watchman, J. J. Byrne, the only persons on board the ship, who found Kirk lying in his bunk, covered with blood. The door had been locked on the outside, and the key taken away, so that it was evident the miscreant inflicting the wounds had locked the place after

handle, used in scraping masts and decks. He found several sharp indentations in various parts of the skull, each of the blows having crashed through into the brain. The inquest will be held this afternoon at 4:30.

IN HONOR OF BURNS.

Portland Scots Will Celebrate His Births Tonight.

Robert Burns will be remembered in Portland on this, the anniversary of his birthday. The Scottish Club is making elaborate preparations for a celebration this evening in honor of the man who sang to the people as no other Scotchman did. Hon. George H. Williams will deliver a characteristic address, that of its words would draw any admirer of Burns to listen. But, true to Scotch customs and affections, there will be other features of a more picturesque kind. National dances, songs and recitations will constitute a most attractive part of the programme.

This is the 141st anniversary of Burns' birth. For several years the day has been marked in most cities of the United States having a considerable Scotch population, by festivities and song. Portland has always been prominent in this respect. But, despite this record, the Caledonian Club propose to make a record tonight. There has been much in the air during the past few months to draw all Britilshers together, and former subjects of the isles regard their national events with especial fervor. So the lovers of Burns, where there has been greater heat this year. The programme outlined is as follows:

- Selection on pipes.....Professor Moon Address by chief.....D. Henderson Song—"Blue Bells of Scotland".....James Ruddiman Oration.....Hon. George H. Williams Recitation.....Miss Sharp, Forbes, Sharp and Black Song—"The Auld Scotch Sanges".....Miss Sharp, Forbes, Sharp and Black Song—"Burns and Scotland Yet".....J. Sharp Swallow.....Professor Robertson, R. Forbes, M. Sharp Song—"Bonnie Sweethearts" Miss Corach Song—"Ye Banks and Braes".....Mr. Macgill Hilarious.....Miss Sharp, Forbes, Sharp and Black Recitation—Selected.....Mrs. Katie Ham Duet—"Blue Bells of Scotland".....Hoben Brothers Saliors' hornpipe.....Professor Robertson Chorus.....Shann Trews (by special request). Professor Robertson, R. Forbes, M. Sharp Piccolo solo.....James Ruddiman "Willie Brewed".....To Maudie.....Clanmen Ruddiman, Macgill and Mackinley. "Auld Lang Syne".....

Care has been exercised in preparing this programme to secure what was imprudently Scotch or learned on Scotch subjects. Professor Moon has a wide reputation as a piper, and the pibroch tonight will be heard as it is where Scotchmen face the enemy. Professor Robertson has danced the hornpipe before royalty, which is only an evidence of the skill he displays in this interesting dance. Praise be due the officers and members of the club for their reverence and esteem. In refreshing the memory of Burns, they spread the influence of his works. The officers this year are:

- David H. Fraser, chief; John P. Fraser, first chieftain; A. B. Woods, second chieftain; John Mackinley, third chieftain; James Bold, fourth chieftain; D. W. Forbes, sergeant-at-arms; James Ruddiman, custodian of the standards; Alexander Forbes, Professor Moon and D. McKinnon, club pipers; J. Duncan, P. M. Cullin, G. J. Cameron, trustees.

MUST REGISTER WITH CLERK

Electors in County Seats Cannot Do So Before Justices.

"They are registering voters down town," remarked a man to H. H. Holmes, clerk of the county court, yesterday. "I suppose it's all right?" "Well, I guess not," answered the clerk. "Who is registering them?" "I don't care to give the person's name," replied the informant. Further interrogation by the clerk was of no avail, so the conversation was ended.

Mr. Holmes revived the matter over in his mind, and concluded that some notary public may have opened a registration office. The registration law empowers notaries and justices of the peace to register electors, and allows them a fee of 10 cents for each person registered, but this provision of the law applies only to places outside of the county seats, as the following section of the law shows: "All electors residing in the town or incorporated city in which is the county seat, and where the county clerk or clerk of the county court has an office, shall personally appear in the clerk's office and comply with the provisions of this act, in order to register."

Mr. Holmes states that if any notary or justice in any city registers any electors, he will elect, a few extraneous voters to relieve the strain put upon our brave freemen, than whose foe there is none greater. W. H. GORDON.

WISE WEATHER PROPHETS.

Squirrels Lollied Around Last Fall and Stored No Nuts.

A. J. Johnson, timber expert for the United States forestry department, returned yesterday from a short vacation trip to California, where he roamed in the woods around Mount Tamalpais, and found pretty scrubby timber as compared with the growth in Oregon.

In collecting samples of forest woods and tree seeds last fall, Mr. Johnson was particularly struck with the fact that the squirrels were simply standing around and looking pretty instead of being busily engaged in gathering up and putting away stores of nuts and tree seeds. They did not seem to care whether school kept or not; they loitered, neither did they spin, except to spin around in playful mood

OUR GREAT Annual Clearance Sale

Offers more and better opportunities to purchasers who appreciate good values than can be found in any other house on the Pacific Coast.

OUR CLEARANCE SALE PRICES

Are so low and our immense stock includes so many lines of comfort, usefulness and necessity that all who investigate buy.

All our lines of Shoes, Slippers, Over-shoes and Leggings.

All our lines of Men's and Boys' Clothing and Furnishings.

All our lines of Ready-to-Wear Garments for women and children.

All our lines of Woven Fabrics—silks, dress goods, linens, domestics, etc.

All our lines of Carpets, Rugs, Mat-tings, etc.

All our lines of Blankets, Comforters and Pillows.

All our lines of Portieres, Curtains and Upholstery Materials.

All our lines of Books, Stationery, Jewelry and Toilet Articles.

All our lines of Laces, Embroideries and Underwear.

In fact, all the lines that go to make up our magnificent stock are included in this great sale.

MEIER & FRANK CO.

IT BURNED ANOTHER DAY

FIREMEN DID NOT QUIT STANDARD OIL WAREHOUSE.

Structure Will Be Rebuilt—Much Praise for the Fine Work of the Department.

The warehouse of the Standard Oil Company, on East First and East Main streets, where the fire occurred Tuesday, bore a wrecked appearance yesterday. The firemen who did the work yesterday morning, and had kept a stream on the mass inside the basement all through the night. Chief Campbell remained most of the night. District Engineer Holden drove home about 9 o'clock. It was not considered safe to leave the building for a moment, as there was still packed away down underneath the ruins in the basement more cases of oil. The fire burned all day yesterday among the ruins, where there remained much lubricating oil, and it bids fair to continue burning for some time, possibly several days. The firemen undertook to dig down in the debris and bring out the unaccounted cases and break them up. The men remaining through the night were about exhausted by morning, and were glad to be permitted to go to their homes. The walls are still standing, but it can be seen that for the supporting timbers on the sides they would have collapsed.

For about 15 years the main brick warehouse stood alongside the Southern Pacific railway embankment. On the west side an addition was built a few years ago. Last year large brick barns were erected. From year to year iron tanks have been put up until the plant attained its present size. The ruins were an object of great curiosity, and hundreds of people visited them during the day. Manager Flanagan says that the warehouse will be rebuilt at once.

FIREMEN'S WORK APPRECIATED.

Wolf & Zwicker Acknowledge Service of the Department.

PORTLAND, Jan. 24.—(To the Editor.)—The fire which occurred in the Standard Oil Company's warehouse on Tuesday, the 23d inst. By their prompt response and action they prevented what might otherwise have been a serious conflagration. The effective work of the firemen at both our establishment and that of the Standard Oil Company cannot be too highly commended. The direction of operations by Chief Campbell and his able assistants was met with a hearty response by the men, whose only aim appeared to be that of doing their duty. The extent of danger to which the firemen were at times exposed was doubtless realized by them, but their willingness at all times to follow their chief, has, beyond a doubt, demonstrated what discipline and organization has accomplished.

PORTLAND'S BRAVE FIREMEN.

Suggestion That They Have Two Days' Lay-Off Each Month. PORTLAND, Jan. 24.—(To the Editor.)—The burning of the Standard Oil Company's warehouse, following so closely the fire at Wolf & Zwicker's, should be a warning to the property-owners of Portland. The state of Oregon has paid out hundreds of thousands of dollars to equip and maintain an army of soldiers in the Philippines; yet it will not properly equip the bravest band of soldiers who ever fought for life or property, as have our firemen of Portland. Money flows like water where it is not actually required, and where it is needed most it is frozen solid. Had not the elements favored us yesterday, Portland might now be in the throes of destruction. Why not give them the best implements to fight our greatest foe? Again, why coop them up like slaves? As I understand it, a Portland fireman has no time he can call his own. He is always on duty, sleeping or waking. He has no time to visit friends or relatives, if they live over 15 minutes' walk or ride from his station. He must report within 30 minutes or be fined. These men should have at least two days in a month which they can call their own for any purpose they may elect. A few extraneous dollars to relieve the strain put upon our brave freemen, than whose foe there is none greater. W. H. GORDON.

ALL GOT SILVER HEARTS.

Pretty Souvenirs Given Away at "Human Hearts" Matinee.

Manager Corday made the first distribution yesterday afternoon of the silver souvenirs to the women who had coupons received at the matinee performance of "Human Hearts." The souvenirs were pretty little trinkets, and were much admired and appreciated by the recipients. The distribution will be continued, and all women holding coupons will be given a souvenir.

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CAUSE OF HIGH TAXES

MANY BURDENS IMPOSED UPON THE COUNTY.

Debt Represented by Outstanding Warrants Reduced by Nearly \$100,000 Last Year.

PORTLAND, Jan. 24.—(To the Editor.)—Amont the frequent allusions to the high rate of taxation, and in view of the evident ignorance of the public, as well as the would-be reformers and reformers as to the status of county affairs, I beg a little space to give your readers a few facts which may be of interest to them.

The question often arises: "Why are we from year to year paying an exorbitant rate of taxation without apparent reduction in our county indebtedness?" Notwithstanding our very serious and incalculable loss of county funds in 1897, the fact is our revenue has since been sufficient to pay us out of debt, and to use a common expression, "place us on velvet," but for the increased burdens that have been imposed upon the county since the rate of taxation without apparent reduction in our county indebtedness."

The law required the county to take charge of and maintain the free bridges and ferry across the Willamette river, to bear the whole expense of levying and collecting the taxes for the city, port of Portland and school districts, to relieve the city from maintaining the bonding of and many thoroughfares strictly within city limits. The county government is itself not responsible for the shifting of this constantly increasing burden from the city to the county tax levy. The word "free," as applied to our bridges, is a misnomer; like many another free thing they are a costly luxury. Many people do not know that the average cost of county for maintaining the free bridges and ferry, over and above all tolls collected, exceeds \$40,000 per annum.

They do not know that the pro rata of expense for assessing and collecting city, port of Portland and school district taxes aggregates \$20,000 yearly; that the donations and roads within city limits require an annual expenditure of over one million dollars. These expenditures alone amount to about 25 mills on the total assessable valuation of property in the county.

Road building has cost a considerable amount of money, and is an absorbing city. In the way of good thoroughfares leading out to county limits in various directions. The weary driver through our city streets is always happier when he strikes a better road, and in an observing person, he has no need to inquire when he reaches the line of another county.

In the matter of charities and hospital service for the indigent, the expense of the county is very heavy. The maintenance of a neat and comfortable hospital department at the county farm, where the needy are well attended, at far less expense than at the local hospitals in the city. The cost of hospital, poor farm and outside charities for the past year was \$12,000, as against \$25,000 for 1898.

The expense of assessment and collection of taxes, the coal service, clerical work and other things incidental thereto, has been unusually heavy the past year, but this has been more than offset by the collection of taxes long delinquent, the cost of hospital, poor farm and outside charities for the past year was \$12,000, as against \$25,000 for 1898.

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Willamette Iron & Steel Works

JAMES LOTAN, Manager, PORTLAND, OREGON IRONFOUNDERS, MACHINISTS, BOILERMAKERS AND STEAMBOAT BUILDERS

Designers and Builders of Marine Engines and Boilers, Mining and Dredging Machinery and General Mill and Iron Work, Fire Hydrants, Pulleys, Shafting, etc. Correspondence solicited.

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