### FRANCHISE HELD UP

O. W. P. & Ry. Co.'s Application Not Yet Granted.

#### PUBLIC WORKS BOARD DELAYS

Compensation to City Not Sufficient Says Chairman Mills; and Privileges on Water Front Are Valuable.

"The franchise is the most valuable one The Iranchise is the most valuable one usked in many days. It gives the grantee the control of the wharf and warehouse district on East Water street from East Madison to East Oak, and I do not see what the city will receive from it except dirt for fillink purposes at the rate of 12% cents per yard."

cents per yard.

So said Chairman A. L. Milis, of the Board of Public Works, yesterday afternoon when the body of which he is the presiding officer took up for consideration the ordinance by which the Common Council granted to the Oregon Water Power & Railway Company the right to build a railway, to be operated by electric, steam or other power, on East Water street from East Madison to East Oak. In addition to the statement he made, the chairman said later that the ordinance granted the company the sole right to the use of its tracks, and transcontinental and other steam railroads might be barred from the privilege of reaching the warehouse district if the grantee did not wish to permit the use of its tracks, even though a switching charge, as provided by the ordinance, were agreed to. cents per yard. So said Chairman A. I. Mills, of the

the ordinance, were agreed to.

The ordinance had been before the Counell for months but it was not passed until the last meeting. When it came to the board it was referred to the committee on ordinances, bonds and contracts, and it on ordinances, bonds and contracts, and to was returned to the board by that com-mittee yesterday. Richard Williams asked to have the report of the committee read, and Mr. Mills said he wished further time

o study the ordinance.

Mr. Cognwell raised the objection to the ordinance that the company could make a switching charge of \$2 per cur, but it was not required to make the switches. There should be a provision requiring the company to make switches without prejudice

Company Must Make Switches.

"There is no need of the provision," said W. T. Muir, attorney for the company. "As a common carrier, the company must make the switches, and the only question is that of compensation."

Mr. Whitems suggested as an amend-

Mr. Williams suggested as an amendment to the section requiring the tracks to be hild in the center of the street as nearly as practicable that "they be taid so as to cause the least obstruction to traffic so for as practicable, and that they conform with the grades of streets when such grades are established."

The representatives of the company made no exception to the amendment except that, as the matter would have to go back to the Council, a delay might be coused. As to the use of steam as a mo-

caused. As to the use of steam as a mo-tive power, Mr. Williams saw no objec-tions, as two parallel steam lines were operated within a few blocks of the street on which the franchise was asked.

"We should like to use steam if steam should be necessary," said W. B. Chase, one of the engineers of the company, "Mr. Chase," said Mr. Mills, turning the question, "why do you desire this franchise."

cause we are building a freight into Clackamas County and Eastern Mult-nomah, and we wish to bring the products ors of the factories and warees. By the railsoad truckage will be ced in amounts ranging from 50 cents to \$1 per load. To meet modern requireall warehouses must have rallways

or switches at their doors." "As the road, then, will not be what may properly be designated as a street railway line," said Mr. Mille, "it may be considered as a roud that will cut into the wharf and warehouse district, and the franchise will be the most valuable in the city. It runs through the district on the East Side, and you must consider it val-

"We certainly did," said Mr. Chase, after

a moment's hesitation, "or we should not have asked for it." Mr. Williams told of the refusal of the application of the Southern Pacific Com-pany for a Front-street franchise, which pany for a Front-street franchise, which would have given it the control of the warehouse district on the West Side. Of the proposed franchise he said that the lines converged, and one objection was that it would bring it dangerously near to the east approach of the Morrison-street

Only Fensible Ronte.

Mr. Chase said the line proposed was the only feasible plan for a water-front road. It was necessary to the company, for, in event of another configuration such as the damaged the Madison-street bridge, his company would wish to make West Side connection over the Morrisonstreet bridge. Connection with the Burn-side-street bridge could not be made. The had asked for a franchise down East Ninth street to East Burnslde street for the purpose of making such tion, but, owing to difficulties, it had withdrawn its application for a franchise.
"Would you object to another company

using your track?" asked Mr. Cogswell. "I look upon this as a terminal ground," interrupted Mr. Mills. "All transcontinental and steam companies should be al-lowed to use it upon paying their proportion of the cost."

Property-Owners Favor It. "All the property-owners favor the line." said Fred S. Morris, of the Morrie & Whitehead Company, which controls the Oregon Water Power & Rallway Company. "We are here to develop the country, and we have attempted to meet all the renents of the city. Joseph Supple has a block on East Water street which he cannot rent today, but which he will be able to rent if the railway should be built. The Selwood mill has leased a block on East Water street to be used. as a distributing point if the line should be built. This mill has a capacity of 75,000 feet a day, and another mill has promised eight carloads a day. The planing mills have told us they can use all the lumber that we can furnish, and I suppose from what they said, they are anxious for the building of the line."

"The ordinance is not drawn so as to tect the rights of the city," said Mr.

'Very loosely drawn," observed Mr. MacMaster, who had been studying it closely, "I think we had better let it lie over a week.

Mr. Morris agreed to the motion, and it was carried. General Manager F. I. Fuller, of the Portland Railway Company, asked for a delay in the laying of the 30-pound rails which are to be placed in Thurman street from Sixteenth to Twenty-third when the improvement of that street is begun. The any has no 50-pound rails on hand at esent, but it will have a cargo of 56-und "T" rails here by Christmas. The heavier rails were destrable, but if the im-provement could not be delayed, the company wished permission to lay 45-pound rails. As work on the improvement will not be begun for a few weeks, Mr. Fuller was assured that there would be no com-

int against delay until that time.

Bids for street improvements were opened as follows:

Multnomah street-Giebisch & Joplin, ACTRESSES TAKE A DIP \$5780 18; Smyth & Howard, \$6210 68. East Twenty-first street—James Reilly, \$389 85; unsigned, \$2318 62; Glebisch & Joplin, \$3427 84; Smyth & Howard, \$4278 25. Clackamas street-Oregon Real Estate Company, three blocks, 7 cents; for entire work: Glebisch & Joplin, \$5165 18; Smyth & Howard, \$10,069. The company's bid was received as a joke and was

treated as such.

East Oak street—J. B. Tillotson, \$4290 92;
unsigned, \$2396 88; F. J. Stevens, \$7751 56;
Glebisch & Joplin, \$3968 75; Smyth & How-Denver avenue-James Reilly, \$1373 26

R. J. Debuhr, \$1522 01; Branner & Wis-mer, \$1526 91. Wasco street-Smyth & Howard, \$668 77; Oregon Real Estate Company, three blocks, 5 cents (another joke); Gieblach & Joplin, \$6281 65. McMillan street—S. S. Dill, \$156 17; R. J. Debuhr, \$194 40; Branner & Wismer,

Sewer improvements— Multnomah street—J. W. Sweeney, \$2582.55; N. G. Haine, \$2700.64; Frainey & Keating, 1391 99; J. B. Slemmons, 12583 76; F. J. Stevens, \$3070 21; Jacobsen-Bade Company, \$2577 39; Woodard & Riner, 1398 68; Glebisch & Joplin, 13343 29. Wasco street—Glebisch & Joplin, 13343 99;

Wasco street—Glebisch & Jopiin, 8238 91;
J. W. Sweeney, \$2885 10; N. G. Haines, \$2839 80; Woodard & Riner, \$2811 11; John Bays, \$3890 60; J. B. Slemmons, 2995 56.
Clackamas street—J. W. Sweeney, \$2801 40; N. G. Haines, \$2515 90; John Bays, \$2706 60; Frainey & Keating, \$3022 50; Woodard & Riner, \$2703; J. B. Slemmons, \$2527 72; Jacobsen, Bade, Company, \$2571 76; Jacobsen-Bade Co \$2483 24; Glebisch & Joplin, \$2272 88. Company.

East Water street-Jacobsen-Bade Company, \$468 10; J. B. Slemmons, \$552 35; John Bays, \$667 25.

All the bids were referred to City Auditor Deviln for tabulation. The report upon the Killingsworth avenue improvement was referred to the City Engineer for investigation. In this improvement the City & Suburban Railimprovement the City & Suburban Rall-way Company offered to carry dirt free of charge from the excavations in Kil-lingsworth avenue for the purpose of filling the bridge at Willams avenue and Weidler street. The loading, waste, etc., would result in a difference to the property-owners of \$36. The filling would benefit the entire city, but it should have to be made at the expense of the property-owners, and it is thought that it should be charged to the general fund.

Cement Sidewalks May Wait. On petition of R. R. Duniway, attorney for interested property-owners, a reso tion was adopted delaying the laying of cement sidewalks at Fifth and Ankeny streets. The delay was asked because proceedings had been begun for the con-demnation of the northwest and south-west corners of the abutting property for street purposes, and if the walks were laid they would have to be replaced after the termination of the proceedings.

A protest against the acceptance of the

improvement of Russell street from Union avenue to East Seventh street, from signed by many of the abutting property-owners, was referred to the City Engineer

for investigation. Estimates for December expenses were as follows: Pound department, \$228; for street repairs, \$2200; general expenses of City Engineer's office, \$4055; street cleaning and sprinkling, \$2297.50. An order for an increase of the salaries of the repair men at the city barn of from \$55 to \$70 a month was made and the order will take effect this month if the fund is sufficient to meet the extra demand.

### HOLDS NO CITY FRANCHISE.

City Attorney Renders Opinion Ad. verse to Hillsboro Line.

According to an opinion rendered by City Attorney McNary yesterday, the West Side & Suburban Railway Company (the Hillsboro line) does not hold a franchise in the City of Portland. A franchise was granted by the last City Council, but it failed of approval be-fore the Board of Public Works and it was referred back to the Council with a recommendation that seme amendments be made. The Council simply received the report and placed it on file, and nothing was heard of it until a recent meeting of the street committee which took it out of the pigeon hole and forwarded it to the City Attorney with a request for an opinion as to its legal status. In reply Mr. McNary said:

"The ordinance referred to purports to grant a franchise to the West Side & Suburban Railway Company to lay a Suburban Railway Company to my railroad tracks and operate a street railway along and upon certain streets in said city. The ordinance was passed by the Council in due form, but was not the Council in the Power of Public Works. the Council in due form, but was not approved by the Board of Public Works. Subdivision 28 of section 32 of the charter gives the Common Council power and authority "To provide for and allow the laying down of tracks for street-cars and other railways upon such street or streets as the Council may designate, subject to the approval of the Board of Public Works."

By subdivision 4 of section 125 of the

"By subdivision 4 of section 175 of the charter the Board of Public Works is charter the Board of Public Works is authorized and empowered, and it is made its duty, "To allow, authorize and pro-vide for and regulate the manner of the erection, maintenance and removal of electric railway and other poles, wires and cables, the laying down of tracks for street-cars and other railways,' and by subdivision 5 of said section 'To fix the place of location and to control and direct the laying down of street rail-way tracks and turntables and require all way tracks and turntables and require all companies building and operating such roads to conform to the street grades in all streets wherein the same are operated.'

"The committee is advised, in accordance with the above provisions of the charter, that the approval of the Board of Public Works is essential to the valid grant of the franchise referred to, and, the approval of the board being with-held, the said railway company has re-ceived no franchise under the ordinance."

#### SUNDAY SCHOOL WORK. Opened With Fine Address by Mrs.

Mary F. Bryner. The 16th annual convention of the Multnomah County Sunday School Association opened last night in the First Cumberland Presbyterian Church, East Twelfth and East Taylor streets. There was a large East Taylor streets. There was a large attendance of delegates. B. Lee Paget presided. After the opening devotionals, W. D. Deaver, in behalf of the Cumberland Presbyterian Church and Sunday school, gave a brief address of welcome, to which Mr. Paget responded, accepting the bospitalities promised and complimenting the Sunday school, of the church. Then followed a school of the church. Then followed a solo by Mrs. W. D. Deaver. Mr. and Mrs. Baker, the blind evangelists, were present

and sang acceptably several selections.

Mrs. Mary Foster Bryner, of Peoria, Ill., a noted Sunday school worker, was introduced and for half an hour held the attention of the audience on "The Profit of Systematic Study of the Bible." At the close of her fine address Mr. Paget announced the following committees;
Nominations—A. F. Flegel, Mrs. C. M. Kiggins, L. E. Cooper, Mrs. W. O. Mun-

Finance-L. H. Amos, W. O. Munsell, Mrs. W. D. Deaver.
Resolutions-T. S. McDaniels, F. S.

West, A. A. Morse,
The convention will meet this afternoon at 2 o'clock for regular work, and this evening at 7:45 Mrs. Bryner is on the programme for several talks in the afternoon and evening.

#### Second Indian War Pensioner. OREGONIAN NEWS BUREAU, Wash-

ington, Dec 2.—The second Oregon pen-sion to be issued under the Indian War Veteran bill of June 27 last is to Maxwell Bids for Street Improvements.

Bids for street improvements were improvements were pushed by Representative Moody to a successful issue. Ramsby, who is now it years old, served as Second Lieutenant in Captain P. Pugh's company, of Colonei 2004 15: James Reilly, 23017 39; Branner Gilliam's regiment, of Oregon Volunteers, from April 18 to July 1, 1848, during the 1255 75; Smyth & Howard, \$209 21.

GO SAILING IN A YACHT, WHICH SUDDENLY CAPSIZES.

aunch Hoo-Hoo Goes to the Rescue, and Three Dripping Girls Are Landed on Terra Firma.

Three pretty girls of the Mason & Mason Company, now appearing in "Rudolph and Adolph," at Cordray's Theater, Miss Zadora R. Porter, Miss Bessie Phillips, and Miss Rose Lubonn, undertook to try their luck yesterday afternoon as sallors bold in sailing a yacht near Ross Island, with the result that the yacht was turning around the northern point of Rose Island something happened its to the sail, and the yacht capsized. Miss capsized, and the three girls narrowly

walt until some of the men arrive to help us? We couldn't manage a yacht

ourselves." "Why not?" asked Miss Porter.

"Why not?" asked Miss Porter. By this time the trio were at the yacht club berge, and found a very small boy seated on the wharf playing with a mooring line attached to a 32-foot yacht.

"Little boy, won't you take us for a sail in your yacht?" asked the prettiest of the girls. Now that little boy, like all little boys of a tender age, became very much embarrassed in the presence of the girls, and he fled. 'Miss of the girls, and he fled. Miss Porter began to handle the sail in a manner which gained her the

### ACTRESSES NARROWLY ESCAPE DROWNING



Miss Bessie Phillips Miss Rose Lubon

were as clear as ever, in spite of the fact that their owners swallowed more Willam-ette River water than was good for them. Seven or eight members of the "Rudolph and Adolph" Company started from Cord-ray's Theater yesterday afternoon about 3 o'clock to enjoy a waik along Madison-street bridge, and take a look at the East Side fronting the river. The men of the crowd preferred to stroll along Madisoncrowd preferred to stroll along Madisonstreet bridge and enjoy a cigar after lunch,
but the advance guard of the party.
Misses Porter, Phillips and Lubonn,
walked ahead and found themselves in
close proximity to the barge of the Oregon Yacht Club before they stopped. The
talk turned on the pleasures of yachting,
and Miss Porter, whose brother belongs
to the New York Yacht Club said. to the New York Yacht Club, said: "Wouldn't it be great fun to have a sall? I've been out in my brother's yacht, and

cataped being drowned. They were rescued in time, however, and recovered sufficiently to take part in the performance at the theater last night. Their voices were as clear as ever, in spite of the first lives hung to the upturned gunwale floating in the water. The man floating in the water. The men on the bridge yelled at the peril of their friends and rushed to their assistance, but the launch Hoo-Hoo was the first to reach the scene of the accident, and the crew lost no time in rescuing the girls from their perilous position. With water pouring from their garments, the three amateur yachtswomen were conveyed to the nearest wharf, and one of them gasped as she got ashore: "Thank goodness this is land.

A frantic 'phone message was sent for an ambulance, but the girls were chilled and wouldn't wait, and were taken to their hote! in a passing carriage. Last night this message was posted in the greenroom at Cordray's Theater: "No more yachting trips for any member this company. By order."

I've been out in my brother's yacht, and it's easy."

"Y-c-s," said one of the other girls, hestiatingly, "but wouldn't it be better to hospitals.

King Victor Emmanuel of Italy has signalized the birth of the Princess Mafaida, who was born November 19, by giving \$20,000 to the Free hospitals.

### IN LINE FOR THE FAIR

CITIZENS OF EASTERN AND SOUTH-ERN OREGON FAVOR PROJECT.

All Are for a Liberal Appropriation, Though Uncertain Whether \$500,-000 Is Not Too Large.

The entire state seems to be in favor of a liberal appropriation for the Lewis and Clark Fair. As to the country sur-rounding Portland there can be no doubt. Expressions were yesterday heard from representative citizens of Eastern Oregon and Southern Oregon, and those parts of the state also seem to be in favor of the appropriation. The only point of dif-ference will be as to what is to be considered a liberal appropriation; \$500,000 many seem to think is rather high, but they do not say definitely that their Legislators will oppose even this much. On one point they agree. The appropriation should be made early in the session, and should be passed without any opposition. The amount should be decided before the bill to be proved up and then should be bill is brought up, and then should be put through in a way that will show that Oregon indorees the plan unanimously. "It is Portland's Fair, they say, but it will help the entire state. Portland has given \$350,000, and the state should be william to give about the same amount.

willing to give about the same amount as the city has given. Every one wants the Fair. Every one wants to help it, but the taxes are already large, and it is a question whether or not the state is able to give the support desired."

able to give the support desired."
"Yes, the appropriation should be made," said L. B. Reeder, of Pendleton, when seen at the Perkins Hotel yesterday. "And it should be made early in the session. Plans should be made before hand, and it should be passed without a disserting value. We will want to ask dissenting voice. We will want to ask other states to help us in this project. If we are to ask them for an appropriation they will have to see that we are in earnest about the matter and are willing to give it our undivided support. I have heard the matter discussed to some ex-tent, and this seems to be the general opinion of the people in my part of the state. I have not talked it over with any of the Legislators, but I do not thin there are any who will use any means to delay the bill making the appropriation. "The only question that could arise," he continued, "is as regards the amount.

Five hundred thousand dollars sounds pretty big, and I hardly think it will be that much. This is a matter that should be well discussed before it is taken up, and I think that the men from the various parts of the state will be willing to abide by the general concensus of opinion."

When asked why his people opposed \$500,000, he replied that it is a question whether or not the state is able to afford such a large expense.
"They are in favor of the Fair?" he was asked,

"Yes. "Do they think that it should be managed on a cheaper basis or do they think that Portland should raise a larger

That is not the question," he replied. "They want the Fair and want it to be a successs. They are willing to give it all of the support that they can afford, but they do not think that they can pay such

large taxes as that amount will call for.

"Personally I am in favor of making the appropriation large, but speaking from the general expression of opinion I doubt the expediency of asking for too much. It will be much better to have a smaller amount and pass it without any opposition than to have a larger amount after delay and opposition.

delay and opposition."
"Oh, yes," said W. H. Hamilton, of Roseburg. "Our country favors the Fair, and we favor an appropriation. We will be placed in a much better light before the other states that we will ask to help us if the bill is passed at once, and with-

"But \$500,000," continued he, thinking,
"you know that is half a million. Half "you know that is half a million. Half a million sounds preity big. I rather doubt whether it will go through. I believe the state should give about the same amount as Portland has given. Personally I would like to see the appropriation \$500,000. The additional amount it would cost me is not what I am thinking about, but I doubt very much if the people throughout the state will feel that way. I believe it would pay to qualify the amount before the bill is introduced. If the Legislature should appropriate \$500,-If the Legislature should appropriate \$500,-000, I am afraid the people would take it into their own hands and exercise the right of initiative and referendum." J. O. Booth, of Grant's Pass, expressed even more favorable views on the subject.

"I should regret very much to see any opposition to the appropriation," said he "As a state we have been slow in advertising. The Fair would advertise us as nothing else could. I feel that the appropriation should be a large one. I think it would be cheaper to make it large than small. We are undertaking a great thing and one that will affect not only Portland. but the entire Northwest. While I would not like to speak for the people of my community as to what amount should be given, personally I do not think that \$500,000 is too much. The Fair must be a success, and it is better to give that amount and make it thoroughly successful than to give half that much and have it fall to bring us the benefits that we

expect.
"The matter has been taken up in the Grant's Pass Board of Trade," he continued, "and indorsed. Nothing was said as to the amount, but we are in favor of a liberal appropriation. I think it would be a good thing for the boards of trade in each city of the state to pass resolutions

indersing the appropriation."
"Would the Grant's Pass Board of Trade be willing to inderse a bill that asked for \$500,000?" he was asked. "I believe that it would," said he, "I am sure that the executive committee

would favor such action."

#### DETERMINED ON SUICIDE. Discovered by His Wife With Revolver, Holton Persists in Dying.

ST. LOUIS, Dec. 2.-Captain Edward Holton, aged 61, a retired capitalist and veteran officer of the Loyal Legion, com-mitted suicide by shooting at his home in Westminster Place tonight. He was a victim of melancholia. He was talking with his young wife about preparations for their proposed trip to Japan, when she, intuitively feeling that something was wrong, put her arms about her husband and discovered a revolver in his pocket. She endeavored to persuade him to give it to her, and, meeting refusal,

MUST ACCEPT THE MONEY Hallfax Council Enjoined Against

attempted to take it. Holton ran to his

room, and, as his wife fell to the floor screaming, he killed himself.

Rejecting Carnegie's Gift. HALIFAX, N. S., Dec. 2-Judgment was given in the Superior Court in the Carnegie library matter to the effect that the Council's vote to accept \$75,000 from Mr. Carnegie amounted to a contract which cannot be annulled. The Council accepted the gift some months ago, but recently voted to reject the gift. Business men got a temporary injunction against the Council and citizens, enjoin-

MILLION FOR A GRANDSON Prize Offered by Senator Clark Won

by Eldest Son.

ing them from notifying Mr. Carnegie that the gift had been rejected.

CHICAGO, Dec. 2-A son was born to the wife of W. A. Clark, Jr., last night, winning the \$1,000,000 gift which Senator W. A. Clark offered to his sons and daughters a year ago for the first grand-son presented to him, says a special to the Record-Herald from Butte, Mont. His youngest daughter, Mrs. Morris, in New York, recently gave birth to a daughter. Senator Clark, who is in Paris, has been notified by cable of the arrival of the

To Continue Gilman's Business. NEW YORK, Dec. 2.-Attorneys for the administrators of George Gilman, the late millionaire tea merchant, submitted to Surrogate Thomas today a compromise agreement between the administrators and George H. Hartford relative to the Great Atlantic & Pacific Tea Company and the Great American Tea Company, owned by Mr. Gilman, and in which Mr. Hartford, for many years the general manager, had an interest. The Surrogate took the agreement under consideration. Under the agreement, the busi-

# FOR EVERYBODY

SPECIAL PROVISION MADE BY EILERS PIANO HOUSE FOR HOLIDAY PUR-CHASES.

Large Aggregation of Superb Uprights and Baby Grands, Instruments Whose Beauty of Design and Finish Excel Anything Before Shown on the Coast-Renaissance, Art, Colonial and Louis XIV Cases in Mahogany, Circasslan, Walnut, Quartered Oak and Other Fine Woods in Antique and Plain Finish, at Prices That Are Very Moderate.

No season has ever produced such pianos as the factories of the East have been putting out this year, and of them all, we have taken extraordinary pains to secure the finest of all the kinds we carry. The beauty of the pianos we are now placing on the floor will tempt any buyer, and in tone and construction they are absolutely faultless.

There is the Weber, of Boston, the favorite of sail artists; the Chickering, of New York, the piano that has maintained an irreproachable reputation for the past 78 years for both sweetness of tone and beauty of finish; the Kimball, of Chicago, with no rival, either in excellence or popularity, Aiso the Vose, the Decker, the Hobart M. Cable, the many-toned Crown, the Victor, Steger, Bush & Gerts, Weser, Hiddorff, and many other equally well-known instruments, whose design and finish excel anything ever shown on the Coast.

A plano that is attracting expectal sit-

A plane that is attracting especial at-ention and admiration is a Chickering A plane that is attracting especial attention and admiration is a Chickering upright, encased in mottled mahogany. No design could have been selected which would better display the beauty of grain and marvelous finish of the wood than the style in which it is made. Panel, desk, fallboard and trusses are beautifully fachioned, perfectly and symmetrically proportioned. The wood in every part being of a uniform, mottled effect, greatly resembling a piece of handsome molre slik, and in the depth of the dark wood the grain is marked by a golden gleam that glints and shifts with the changing light like the fire in an opal. This, of course, is an exceptional piece of wood, and shows extraordinary skill in finish and polish, and as it stands on the floor it arrests the attention of all visitors.

OUR CLUB STANDING.

Yesterday was a busy day at the store, There wasn't time to turn around after the doors opened until after they closed.

the doors opened until after they clear.

As a result:

Club "A" now has 7 new members.

Club "B" now has 1 new member.

Club "B" now has 2 new members.

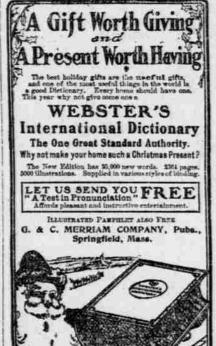
Club "D" now has 2 new members.

A great number of beautiful instruments have already been purchased and left with us for Christmas delivery. If you make your holiday relection now, you will have a more unity to seeme your choice of an opportunity to secure your choice cases. Ellers Plano House, 351 Washing ton street, opposite Cordray's Theater.

ness is to be transferred to a corporation with a capital stock of \$2,100,000, the administrators to receive \$1,400,000, while the balance will go to Mr. Hartford.

Canada Extends Embargo.

OTTAWA, Ont., Dec. 2.-An order in council was passed today extending the provisions of the embargo against United States cattle to hides and hoofs. The importation of hides and hoofs from New England States is to be prohibited.



## Disorders of Men Cured

\*



We Guarantee

Guarantee It

We cure Contracted Diseases thoroughly and in less time than is commonly required to even cure partially. Do not endanger your health and power by relying upon patent nostrums or other un-certain measures.

\*

to Varicocele, Contagious Blood Diseases and Acute and Chronic Ureflammations. Consul-tation free, and no charge whatever for treatment of any case in which cure is not ef-

Dr. Talcott & Co. 250% Alder Street



### TWENTY YEARS OF SUCCESS

In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diarrhoea, dropsical swellings, Bright's disease, etc.

KIDNEY AND URINARY aints, painful, difficult, too frequent, milky or urine, unnatural discharges speedily cured. DISEASES OF THE RECTUM

Buch as piles, flatula, flasure, ulceration, mucous and bloody discharges, oured without the knife, pain or confinement. DISBASES OF MEN

poison, gleet, stricture, unnatural losses, im-thoroughly cured. No failures. Cures guar-

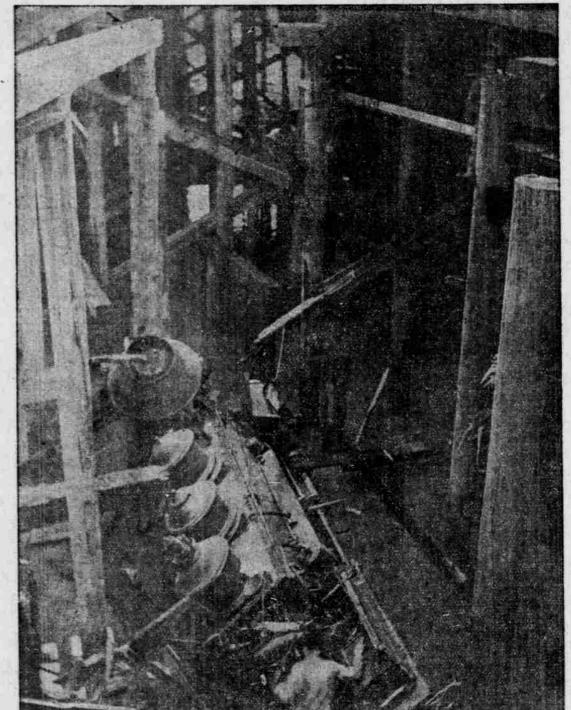
YOUNG MEN troubled with night emissions, dreams, exhausting drains, bashfulness, aversion to society which deprive you of your manhood, UNFITS YOU FOR BUSINESS OR MARRIAGE.

MIDDLE-AGED MEN who from excesses and strains have lost their MANLY

MIDDLE-AGED MEN who from excesses and stratus has been supported by the powers of the

Dr. Walker, 149 First St., bet. Alder and Morrison, Portland, Or.

### LOCOMOTIVE FELL THIRTY FEET INTO WILLAMETTE RIVER



It will probably take a week to raise the Southern Pacific locomotive that fell through the wharf at the Jefferson-stree station, Monday evening. It will be a sheer lift of 30 tons a vertical distance of 30 feet; and the tender will be handled separately. A temporary structure of timbers that will stand the strain will be necessary, and holsting tackie will be brought

up from California for the job. The engine now lies half buried in the mud and shallow water where it fell. This is the engine that was employed to pull the suburban train between Portland and Oswego. Coming into the Portland station its custom is to make a flying switch, the engine passing in one one track while the coaches take another. This process permits the locomotive to get to the head of the train for the return trip. Arriving from Oswego at 6:25 P. M., the usual switch was made, the fireman having left the engine to handle the switch lever. The locomotive took the accustomed track, but another switch leading from that happened to be open, and the engine took it and passed out where a gang of men had been engaged in making repairs. The planking was ripped up and the track supports partially removed. When Engineer Frank S. Craw noticed he was on the wrong track he tried to stop the machine, but it passed on the unsafe track and began sinking. As the huge weight mank to the various supports and was held momentarily by each, Mr. Craw expected it to stop long before reaching the bottom. But it didn't. It went down easily and landed right side up. The cab was broken in the fall, and it fouled the whistle cord and let two shrill toots to announce the arrival of the locomotive at the end of its

curious flight. The engineer was in the bottom of his cab, uninjured and not much frightened. Water rushed in and wet him to the waist before he climbed on the top of the cab. There he waited until a lantern was brought to light his feet to safety. He was out in a few minutes and none the worse for his novel experience. One trip of the suburban train was missed. Then another engine took the place of the one in the river, and it has been

hauling the traffic since. There is no satisfactory explanation of how the switch happened to be open leading to the disabled track. It is supposed, however, that the workmen engaged in making the repairs to the wharf had opened the switch to pass in cars of material, and had neglected to lock it shut again. It is so short a bit of track that the engineer hardly discovered that he was wrong before he was in danger. Then there was no place to jump, for the flooring had been removed, leaving nothing but the bare and slippery

aged. It fell into a soft bed. Engineer Craw has been running on the Southern Pacific for the past 25 years, and was never in a dangerous accident

The engine cab and a few frail parts of the machine are broken, but it is not supposed that the locomotive is greatly dam-

before. He has been on the Oswego run only about six months.

frame timbers.