DANGER OF FLOOD PASSES FOR TIME

Continued Cold Prophesied, With More Snow for Indefinite Period.

TRAINS ARE ANNULLED

Both Northern Pacific and O. R. & N. Have Much Trouble With Drifts—Streetcars on Schedule. Record Low Temperatures.

MORE SNOW, CONTINUED COLD.

More snow is expected today with continued cold weather. There are no indications for a change in conditions anywhere in the district. In Eastern Oregon and Southern Idaho it will be much colder than at Portland with zero temperature for several days.

Yesterday was the first day trains were in serious trouble because of snow. Northern Pacific trains from the East did not arrive, the Spokane Flyer was annulled because of snow banks on the O. R. & N. and other trains arrived late.

Householders are having trouble with frozen gas and water pipes. The city is experiencing all the discomforts of an Eastern Winter for the first time in years.

Danger that floods would add to the discomfort caused by the cold wave prevailing in Oregon, has passed. According to "Probs" Beals, the heavy rains of the past few days in the Upper Willamette country have about run themselves out. Considerable apprehension was felt that if the snow melted, the heavy rainfall and the snow waters together would swell the Willamette to flood stage at Portland and do great damage. If a flood comes at all, it will not be until the storm breaks up and the snow disappears. There were no indications last night of this happening soon.

With the thermometer of the Weather Bureau on the roof of the Custom-house, registering 10 degrees above zero at 4 A. M. yesterday, the coldest weather of the present storm was equaled, but it was thought this same temperature would be registered again early this morning or even that the mercury would drop still lower. The indications for today are continued cold weather, with some snow.

Trains 3 and 4, on the O. R. & N., the Spokane Flyer, were annulled last night by the company on account of snow trouble in the Columbia River Canyon. Between Troutdale and The Dalles frequent drifts occurred and cuts were often filled. Winds carried the snow about during the day and the operating department had a continual fight keeping two snow plows busy all day. Incoming trains arrived several hours late, however. Passengers for Washington points, who would have taken Train No. 4, got away on No. 6, which went out on time.

Northern Pacific trains from the East were not reported last night and it is not considered likely they will arrive at all today. Serious blockades in Montana are said to be responsible for the tie-up.

Gaspipes Are Frozen.

Approximately 200 complaints reached the office of the Portland Gas Company that the "gas had frozen" in residences and business houses. The company is working a large force today to remedy the damage that has already been caused and to prevent further trouble. The company warns users of gas to keep their meters wrapped up. The "frozen" sections may be remedied by sending wood alcohol through the pipes or by carefully pouring hot water over them. Few complaints have come from the East Side, it is said, because the houses are newer and better built. A temperature of 20 degrees above zero will cause the condensation of the moisture in the gas, according to officials of the company.

The streetcar system was in far better shape yesterday than at any time since the storm began, and this added to the comfort of Portland people, although no more than were obliged were about.

Cars were running on all lines throughout the city and practically on schedule. Notwithstanding this fact, the city lacked its usual Saturday bustle and particularly was this noticeable last night, when the streets are usually alive with people. Interurban electric trains were on schedule yesterday, as they have been throughout the storm.

Snow 12 Inches Deep.

Twelve inches of snow had fallen in Portland up to 5 o'clock yesterday and more has come down since that time. The snow, however, was packed so that not more than eight and one-half inches on the level was the depth. It is estimated that ten inches of snow usually contains about one inch of water, so a little more than that amount can be expected should a sudden thaw come. However, the fact that the snow has been much heavier in the foothills and mountains, would send all this water into the Willamette in case of a thaw, so that danger of a flood at Portland a little later is not at all unlikely.

The Willamette, between Albany and Eugene, is falling, according to reports received by District Forecaster Beals yesterday. This indicates that the heavy rains have run out and the smaller creeks are frozen up, holding the water until the inevitable thaw comes. If the snow goes off with a Chinook wind, it is feared there will be serious flood damage.

Merchants who have goods stored in basements in the business districts are making preparations to move them out in expectation of high water later.

Mercury Reaches 13.

Temperatures yesterday ranged from 10 to 13 above zero. The lowest point was reached at 4 A. M. and at noon the mercury column crawled up to 13, a position it maintained until 4 P. M., when it started down again. Temperatures for every hour yesterday, from midnight Friday to 6 P. M. Saturday, were as follows:

12 M.	12	10 A.M.	12
1 A.M.	12	11 A.M.	12
2 A.M.	11	12 Noon	13
3 A.M.	11	1 P.M.	13
4 A.M.	10	2 P.M.	13
5 A.M.	11	3 P.M.	13
6 A.M.	11	4 P.M.	13
7 A.M.	11	5 P.M.	12
8 A.M.	11	6 P.M.	11
9 A.M.	11		

Very low temperatures prevailed yesterday throughout the Inland Empire, according to advices of the Harriman lines. At Heppner the thermometer stood at 6, while the following temperatures were reported, all below zero: The Dalles, —5; Arlington, —3; Condon, —8; Umatilla, —16; Echo, —4; Pendleton, —12; Kamela, —16; La Grande, —3; Elgin, —4; Athena, —20; Walla Walla, —10; Dayton, —16; Oakesdale, —24.

Portland public and high schools will open Monday morning, City Superintendent Rigler announced yesterday, provided weather conditions are no worse than they were yesterday.

Street Department Shovels Snow.

For the first time in years, the street cleaning department was busy yesterday shoveling snow off the downtown city streets and carrying it away to the river in carts, where it was dumped. The department was set to work yesterday morning to clean away the snow and it will keep it up day and night as long as may be necessary. The big piles of snow on the business corners were disappearing in this way yesterday. The removal of these piles leaves the catch basins at the corners clear so that the snow water will run off quickly when the warm weather comes.

The fire department is hard put to it to make time over the snow-clogged city streets in getting to fires. The horses slip on the icy pavements and the snow retards the progress of the hose carts and engines. Chief Campbell has adopted the plan, however, of hooking on four horses wherever possible and in this way good time is made. The fire hydrants are not frozen up, as some people suppose, the modern hydrants throughout the city being empty until the water is turned into them from the mains in case of fire. A few old-style hydrants in use have water in them all the time but they are being looked after and kept open. Standpipes on the downtown buildings are in good shape for use whenever needed for they, too, are empty of water until a stream is turned into them.

Postmaster Minto says the cold weather has not interfered seriously with the delivery of mail throughout the city. Carriers have not been affected to any extent by the freezing conditions and there have been no delays to speak of in the service. The mail man has bravely trudged about his beat as usual, gathering up and delivering mail.

Some difficulty has been experienced on rural delivery routes in the country about Portland. Postmaster Minto has been advised that the condition of the roads has seriously retarded deliveries, the delivery carts being unable to plow through the drifts and deliver on time. However, this service is being straightened out and rural routes will have the usual regular deliveries very soon, it is expected.

BOARD SOUNDS WARNING

SAYS WASTE OF WATER ALLOWED TO RUN MUST STOP.

During Storm Consumption Has Increased to Three Times Normal. Reserve Supply Is Low.

That the wilful waste of water by householders throughout the city will make woeful want before the cold snap is over is the warning of R. B. Lamson, member of the Water Board. Moreover, it is likely that the city authorities will take steps to put a step to water waste by punishing people who allow their faucets to run all night for fear that the pipes will freeze. Mr. Lamson advises householders to empty their water pipes at night and thus avoid all danger of meeting heavy plumbers' bills. He also gives some startling statistics as to the depletion of the supply of water in the city reservoirs as the result of the recent waste. Mr. Lamson said yesterday:

The continued cold weather is developing a very serious condition in regard to the city water supply. The usual 25,000,000 gallons is coming from Bull Run every 24 hours but the consumption has increased to 30,000,000 gallons, causing a rapid drain on the reserve supply in the reservoirs, each of which is falling about two feet a day. The Albina pumps were started at 5 P. M. Friday, adding about 5,000,000 gallons to the supply, but even this is not sufficient to take care of the present consumption, which has increased from about 10,000,000 gallons during the mild weather of last week to three times that amount. Practically the whole increase is caused by allowing water to run to keep pipes from freezing.

Houses should be constructed so that the water can be shut off in the basements and all pipes drained by opening all faucets at night and turning on again in the morning. If this cannot be done, a small drip from one faucet will keep the pipes open as well as running the faucets wide open all over the house. The Water Board does not want to cause consumers any trouble from frozen pipes, but it must insist on everyone doing everything in his power to stop the enormous waste now going on. This can be done by shutting off the water at night or in case this cannot be done by shutting down the flow to a minimum steady stream from one faucet.

One large main to Highland, on which the water can be accurately measured and which supplies nothing but dwellings, carried about 2,000,000 gallons the day before the freeze and is now carrying 5,500,000 gallons, showing an increase of nearly three times the normal consumption. If these precautions are not taken it cannot be but a few days until our reserve supply is entirely gone and there would be practically no water for fire protection and only a limited supply for other purposes.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Jan. 9.—Maximum temperature, 13 degrees; minimum, 10.9 degrees. River reading at 8 A. M., 6.4 feet; change in last 24 hours, rise .2 foot. Total rainfall (5 P. M. to 5 P. M.), .05 inch; total since September 1, 1908, 15.12 inches; normal, 21.46 inches; deficiency, 6.33 inches. Total sunshine January 8, none; possible, 8 hours, 54 minutes. Barometer (reduced to sea-level), at 5 P. M., 30.25 inches.

PACIFIC COAST WEATHER.

Observations taken at 5 P. M., Pacific time, January 9:

STATIONS.	Maximum temp.	Precipitation past 12 hours.	Wind Velocity.	Wind Direction.	State of weather.
Baker City	16	0.00	4	N	Clear
Boise	34	0.02	6	NW	Cloudy
Eureka	56	T.	4	N	Clear
Kamloops	—16	0.00		Cal	Clear
North Head	48	0.22	22	E	Cloudy
Pocatello	44	0.26	22	SW	Pt. cloudy
Portland	13	T.	9	SE	Snow
Red Bluff	48	0.00	10	NW	Clear
Roseburg	30	0.00	4	N	Clear
Sacramento	52	T.	4	W	Clear
San Francisco	52	0.00	10	NW	Clear
Spokane	2	0.00	4	N	Cloudy
Tacoma	22	0.12	4	E	Snow
Tatoosh Island	34	0.12	56	E	Snow
Walla Walla	—12	0.00	4	S	Clear
Blaine	16	0.00	10	NE	Cloudy
Sitkiyou	24	0.00	4	SW	Clear
Tatoosh	44	0.00	12	NW	Cloudy
Walla Walla	00	0.00	4	W	Clear

T.—Trace.

WEATHER CONDITIONS.

The Northwestern high pressure area and attendant cold weather has remained nearly stationary over the Canadian Northwest and the Pacific low pressure area has advanced to Southeastern Idaho. During the last 12 hours the snowfall has been light and principally confined to the Sound country and southern Idaho. None has fallen in Eastern Washington and Southern Oregon. The cold has moderated slightly in the Sound country and increased materially in Eastern Oregon and Southern Idaho. The temperatures have remained nearly stationary in the Willamette Valley.

The Willamette River above Albany is falling and there is no immediate danger of a flood at Portland.

The indications are for light snow Sunday and continued cold weather in Western Oregon and Western Washington and for fair weather, with stationary temperature, in Eastern Washington. In Eastern Oregon and Southern Idaho it will be still colder, with zero temperatures for several days. In the mountains the fall of snow will be heavy, but in the valleys the snow will be light.

FORECASTS.

For the 28 hours ending midnight, Jan. 10:

Portland and vicinity—Light snow and continued cold; easterly winds.

Oregon—Snow, continued cold west and colder east portion; easterly winds.

Washington—Snow west, fair east; continued cold; easterly winds.

Idaho—Fair north and continued cold; snow south and colder, with zero temperatures for several days.

EDWARD A. BEALS,
District Forecaster.

ICICLES ARE DECORATING MANY DOWNTOWN BUILDINGS.

Raleigh Building.

On Fourth Street, Near Alder.

On Washington Street, Near Tenth.

PLEADS FOR BIRDS

Audubon Society Asks Public to Feed Them.

WILL EVOKE STATE LAW

Under Supreme Court Decision, Organization Expects to Stop Sale of Plumage by Milliners Throughout Oregon.

Attendance at the meeting of the Audubon Society last night was unusually large even without taking into consideration the unfavorable weather. After the calling of the meeting to order President Finley at once directed the attention of the society to the fact that the recent storm had caused imminent peril to birdlife all over Oregon, and urged the notification of all those interested in birds, to scatter feed in places suitable.

Mr. Finley mentioned song-sparrows, towhees, robins, bluejays, black-capped chickadees and other birds as being fed by himself and his neighbors, and said unless concerted action were taken, he feared the certain destruction of thousands of birds. Measures were adopted looking forward to the appeal to all bird-lovers in the state to act at once in this direction.

Another matter taken up at Mr. Finley's suggestion was the effect of the recent decision of the Supreme Court of the United States in the Silz case, decided November 2, 1908. He declared the effect of this decision to be of absolute and imperative importance to Oregon. Heretofore, milliners and dealers in plumage have sought to evade liability under the state law, by contending that the plumes they dealt in came from other states, or from Europe. According to Mr. Finley the Silz case closes every loophole, and makes the state law entirely effective.

Mr. Finley read the rough draft of a letter to be sent to every milliner and dealer in aigrettes and other plumage, or skins or feathers of birds, in the state, in which they were apprised of the Silz decision; and warned to desist from any further sale or disposal of any such skins, plumage, aigrettes, etc., as prohibited by the state law. He promised immediate prosecution for a failure to abide by this decision of the highest tribunal in America.

A motion was made and carried to send a copy of this letter to all dealing in such merchandise. Advices from Dr. Palmer, of the United States Biological Survey, pledge the efficacy of the Silz case to destroy the sale of plumage, etc., in all states having a sufficiently substantial law, as Mr. Finley stated Oregon possessed.

"The Audubon Society is to be congratulated on having the support of the Supreme Court in its crusade for the protection of bird-life," said one of its members, "and the result of the Silz decision may in time rank with the most famous of the decisions of the Supreme Court, from John Marshall's day down.

"The question of the preservation of bird-life in Oregon is a very important one. Without the birds, the groves and the valleys will be silent; without the glint of their wings through orchard spaces, there will be lost to nature much of its life and color. Who that has watched the nesting and mating, the building of their nests, the care the birds take in rearing their young, but has taken a vital interest in the feathered colonies of our fields and forests? Their very songs are reproduced in the songs of our poets.

A flock of merry singing-birds were sporting
In a grove;
Some were talking nonsense and some were making love:
There was Bob-o-lincoln, Wadelincoln, Winter-needle, Conquedle,
A happier set there never danced to tabor, pipe or fiddle,
Crying phew, shew, Bob-o-lincoln,
See, See, Wad-o-lincoln,
Down among the tickle-tops, hiding in the buttercups,
I know the saucy chap,
I see his shining cap,
Bobbing in the clover there, See, See, See,
Bob-o-link,
Whisk-o-dink,
Tom Dandy, wait, wait, wait.

Autos Give Way to Freight Sleds

"Night Riders" Prefer Simple Pung to Sumptuous Cars During Days of Beautiful Snow and Sparkling Air.

If you see a chauffeur of a livery buzz-wagon pulling his hair out by the roots, don't think it is because his radiator is frozen, and his tires cut through by the chains. That is not why he may be giving an imitation of a state ward at Salem. The reason is that the auto business has gone to smash, not because of the snow—for any bewzine-buggy of decent power can buck through a snowdrift.

But recently the favorite stands of the joy-cars have been frequented by pungs and freight-sleds, equipped with boxes and horse-blankets, and the hard-working truck driver has turned festive sleigh-boss. Most people, when sufficiently enthused to take an evening ride, now prefer some good, old-fashioned sleighing these days, and the truckmen are reaping a golden harvest as a consequence.

So now the cry of the jolly man is no longer as it was of yore: "Come on, girls, and take a spin."

Nay, not so; now he gurgles: "Come on girls, let's go sleighing."

And off they go, singing "Jingle Bells."

"NO PROFIT IN IT," SAYS MR. PLUMBER

"Robbery," Exclaims Mr. Family Man, When He Gets Bill for Thawing Pipes.

CHEER UP! WORST TO COME

With the Thaw, Real War Will Be On Between Plumbers and Householders—Some Facts About the Local Cold Snap.

"When the blizzard from the north-land comes a-humming,
Comes a-humming,
Then the enterprising plumber goes a-plumbing,
Goes a-plumbing,
And the anxious house-wife murmurs, "is he coming,
IS HE COMING?"

Down came the storm. Freeze went the pipes. In comes the plumber. Up go the prices. "Wow," says the public. The irreconcilable conflict between the knights of the solder and wiping-iron and the people at large is on, and Portland has a taste of the terrors of a Middle-West and an Eastern Winter.

"My kingdom for a plumber," shouts the landlord or the tenant. The plumber comes—or maybe he doesn't. At any rate, he and the public do not agree.

Here is one side of the story: Enter the haughty and pure-proud plumber, glittering with diamonds, intent on plunder. He has an attendant squire in his trusty "helper." Together they tear down plaster, laths, studding, etc., and after great havoc, get your frozen water pipes to working. The bill is presented. Horrors! Sixteen dollars? You could have done it with two tea kettles of hot water—at least that is what you say.

Here is the reverse of the story: Enter, the faithful plumber and his meek and lowly assistant. They are obliged to get clear to the bottom of the pipes and work upward to get the water to running. They charge regular rates and no more for their services. The bill is presented. The tenant says "the landlord will pay for this." The landlord says to the tenant, "After you, my dear Alphonse," and between them the unfortunate plumber is stuck " in the jamb." If he sues, he is worse off than before, for as one of them alliteratively remarked, "bawing is a cussed sight worse than losing." If he waits, his bill goes stale, and maybe the tenant leaves. "A plague on both your houses," mutters the stricken plumber, and in many cases he will not come to the rescue unless a deposit is made to cover the bill, or unless the applicant is an old customer, who is willing to do the square thing.

It is a remarkable thing how glad people are to see the plumber coming when the pipes are frozen, and equally remarkable how ungrateful they are when it comes to paying the bill when it is presented. At least, so say the plumbers.

Little Profit in Storm, They Say.

Inquiry at a number of the first-class plumbing establishments showed a consensus of opinion that there was little, if any, profit to them in the storm which has descended on the city. They all claimed that they would have preferred clear weather. That they did not charge any higher prices for work, and that on the whole the storm might be classed as an "undesirable citizen from the Polar." They said that the small plumbing shops reaped considerable profit, for they charged what they could get, and often "raised the limit," but that for the large establishments such an unusual storm meant a maximum of work, and a minimum of profit.

All agreed that the worst is yet to come. "When it thaws," remarked the representative of one of the largest plants in the city, there will be something popping." This will be true in a literal, as well as in a forcible sense. Pipes will be popping, and the racing and chasing on Cannobie Lea and other suburbs to get plumbing done will resemble the mad rush on the bargain stores when "rats" and "puffs" are marked down from $1.49 to $1.44. The worst is to come. Get ready, good people. Build your arks and take the moth balls out of the life-preservers.

"Dah's gwine to be an' oberflow," sez Noah, lookin' solemn,
For he tuck de Oregonian, an' read de rubber column,
An' so set his hands to work, a-clarin' timber-patches,
An' 'lowed he's gwine to build a boat to beat de Steamer Natchez.

Me, oh! My, but when this snow starts to melt, there will be a deluge, and do not forget it. There ought to be about 800,000 tons of snow dumped into the Willamette instanter. Work on this day and night would save thousands of dollars. There is snow enough on the foothills to make plenty of trouble. There is no certainty of a gradual thaw.

A talk with the manager of the Crane Company revealed the fact that the storm hurt, rather than helped its business. As the manager said "the work that the plumbers are doing just now, means time and skill, but very little material. We sell material. An ordinary job of pipe-thawing means several hours' work, and a few ounces of material. Forty dollars' worth of time to 40 cents worth of merchandise. Nothing in it for the manufacturer."

But with the thawing of the pipes will come a rush for material, and the "pipe-dream" of the plumber will be realized. Perhaps the public will realize then what the term "a lead-pipe cinch" means.

At a number of the big manufacturing plants a tale of woe was recited that was told with all the ear-marks of absolute veracity. At Troutdale the plant of the Union Meat Company was almost tied up for a time by the effect of the storm on its pipes. It was obliged to put on a special and large force to get things in running shape, and great difficulty was experienced in the delivery of goods throughout the city.

Interesting Personal Experiences.

Other establishments complained of the effects of such an unusual storm on their heating apparatus, and some had personal experiences rather exciting to relate. Said the manager of one big concern: "We had a big stove with a large hot water tank connected and my wife went down to see to having the fire started. I cautioned her to see that the water ran before operations begun, and she did so. The fire was lit, and she went into another room. Returning later, she had just taken hold of the knob of the kitchen door when there was a burst of thunder-sound, and the stove went flewy in all directions. One lid went through the pantry door, another pair of them hit the ceiling with a wallop like an elephant's trunk. Kitchen implements, pans, crockery, and assorted hardware scattered in every direction.

"And don't you know," continued the manager, "two of the lids are actually missing. Fact, my dear sir. Actually skated away into the blue empyrean. Yes, sir, left the country."

Anyone seeing two scared stovelids aeroplaning their way across the country, kindly report to the Goodyear Rubber Company.

One plumber was misanthropic in his views. "Business better?" he scornfully remarked. "Business Hellespont. I've only had one job of pipe-fixing and that was in my own house."

Inquiry among the "Heathen Chinee" was entirely unsatisfactory. "How about the pipes, John? Much freeze up?" "Man Yah, you smokee pipe. Allle lite. Mo fatches." "No, no Pipe burst, you savy? Get plumber boy?" "Me no savy plumbis. You catchee pipe, me get um."

"No Profit," Is General Chorus.

The plumbers say there's no profit in such a storm as this present; the manufacturers say the same. The public agrees with them. And there you have it. In the meanwhile, watch your basements, keep the water going wherever you can, and be prepared "to pucker" when the balmy and blasé Chinook swoops down on the town.

"The bells go ringing for Sarah." Everywhere a plumbing establishment was entered, the telephone was clattering from some agonized inquirer, and "the pipes are frozen" was the usual outcry. "But wait till the thermometer rises," said the plumber, "and then you'll see the scatterment. I'm going to keep open all day tomorrow to save my old customers." "Open shop here," said the manager of another establishment.

People whose plumbing goes wrong in the next 48 hours may reap considerable benefit from this action. At all events, the storm has been hurtful to a degree, and its benefits something very problematical. It may be well enough in poetry, but in prose such a visitation of "Beautiful Snow" is not acceptable to Portland.

Dinner Menus of the Week

BY LILIAN TINGLE.

Tuesday.

Russian Black Bean Soup. Lemon slices
Scotch Collops in Rice Border
Beets filled with Cabbage and Nut Salad
Jam Turnovers.
Coffee.

Wednesday.

Barley Broth (Stock of Mutton.)
Finnan Haddies—Delmonico. Potato Puffs
Tomato Jelly Salad. Cheese. Straws.
Steamed Ginger Pudding.
Coffee.

Thursday.

Cream of Tomato Soup—Croutons.
Irish Stew. Whole Onions and Potato Balls
Creamed Cabbage, with Parmesan Cheese.
Mince Pie. Coffee.

Friday.

Salmon Chowder.
Lentil Roll. Baked Potatoes.
Brown Sauce. Chopped Pickles.
Orange, Chestnut and Endive Salad.
Chocolate Junket.
Coffee.

Saturday.

Vegetable Soup.
Pork Spare Ribs. Apple Sauce.
Mashed Potatoes. Fried Parsnips.
Salmon and Celery Salad.
Jelled Prune.
Coffee.

Sunday.

Vermicelli Soup.
Roast Beef. Horseradish Sauce.
Brown Gravy. Franconia Potatoes.
Baked Squash.
Apple and Neufchatel Cheese Salad.
Pineapple. Cream Tapioca or Pie.
Coffee.

Monday.

Cream of Canned Green Pea Soup.
Ragout of Beef and Rhubarb.
Cavalier's Steak. Sweet Potatoes.
Baked Sauce or Hominy. Milk Cheese.
Baked Apples. Nut Biscuit or Wafers.
Coffee.

Tomorrow (Monday) will positively be the last day of discount for West Side gas bills.

Come! Dance Tues., exc. Ringler's Hall.

PIANO TUNING and REPAIRING

Our tuning and repair department has for years been the finest on the Coast, as the great increase in business will attest.

Surrounded, as we are, by a thoroughly trained corps of tuners, polishers and repair men, the quality of our work has always met with enthusiastic approval at all hands.

Under our annual tuning contract, thousands of pianos of various makes have been carefully tuned and cared for during the past year.

Let us explain to you how our tuning contract at $3.50 a year will save you money, insure your piano always being in tune, and, best of all, prevent its depreciating in value.

Prd. Exc. 72—PHONES—A 2250

Eilers Piano House
discoverers of pianoreliability
353 Washington Street.

Shoemaker's Poultry Book

AND ALMANAC FOR 1909.

There is nothing in the world like it. It contains 220 large pages, handsomely Illustrated. A number of most beautiful Colored

ared ... of ... It tells all about all kinds of Thoroughbred Fowls, with life-like illustrations, and prices of same. It tells how to raise poultry successfully and how to treat all diseases common among them. It gives valuable plans and illustrations of convenient Poultry Houses. It tells all about

Incubators and Brooders

It gives full instructions for operating all kinds of incubators. This chapter is marvelously complete and worth dollars to anyone using an incubator. It gives descriptions and prices of incubators, brooders and all kinds of Poultry Supplies. In fact, it is an encyclopedia of information and will be mailed to anyone on receipt of only 15 cents. Your money returned if not pleased. C. C. Shoemaker, Box 963, Freeport, Ill.

WOOD PRICES SAME

Supplies Plentiful, and There Will Be No Advance.

HARD TO MAKE DELIVERIES

This Is Chief Difficulty Confronting Dealers, for Demand Is Heavy and People Want Their Fuel Promptly.

Fuel prices throughout the city will remain the same, no matter how long the present storm lasts. There will be no advance in prices and there is plenty of fuel in the city. According to fuel dealers, there is not the slightest danger of a fuel famine.

"If there was a scarcity in the supply of fuel," declared M. C. Banfield, of the fuel-dealing firm of Banfield-Veysey Company, "I would advance prices. But there is no shortage of the supply. There is plenty of fuel on hand, both wood and coal. As a matter of fact, prices are about 50 cents per load lower than last Winter at this time, when the supply was much less than is on hand now.

"The great trouble with the fuel situation now is in making deliveries. It seems almost impossible to supply all who want fuel. We have secured a large number of additional teams for the work, but they seem unequal to the huge task that confronts them. In fact, the 40 horses we have at work are not doing what eight formerly did in delivering fuel to customers. The slippery conditions that prevail all over the city and the difficulty of pulling a load through the snow account for the present conditions.

"We are encouraging all who can either to come to the woodyards with teams of their own or secure express wagons to haul for them and get their fuel supply there. We will sell in any quantity in this way. People can get as much or as little as they can haul. We hear that people at Montavilla are short of fuel supplies and we are encouraging them to take this step to supply themselves, as our teams are unable to furnish them with what they want.

"Everybody wants fuel, and wants it quick. The demand coming all at once indicates that people generally did not lay in a good supply for Winter and have put off buying in any quantity until the last moment. This is poor policy always and people are having it impressed upon them during this storm."

Prices for wood about the city remain about the same as they have been all Fall and Winter so far. Green slab wood costs $2.25 a cord; short, green slab brings $2.50; dry slab costs $4; dry block wood sells at $4.50, and green block at $4.

Our Beautiful Snow.

"This caps the climax of anything yet,
Since eighteen ninety-two—you bet!"
Remarks the pioneer of that year,
Admiring friends stand round to hear.
"This frizzles our flying locks, oh dear!
Sails out our coats all round, 'twill steer
Us on, then first thing you know 'twill veer
Our course an' carry us any old way.
An' flying sheets of snow will play
An' jump an' turn both up and down,
An' in an' out, an' all aroun,'
Like frolicsome kids jist out o' school
Who've been kep' still a-mindin' the rule.
Hip, hippity-hop!
Flip, flippity-flop!
Shoo-bang, shoo-boo!
Ski-diddledy-doo!
Jing-a-ling jing!
Jing-a-ling jing!
First time 'n many years we hear the sleigh-bells ring!
Old Oregon is covered 'ith a counterpane o' white,
An' chillin' winds howl dismally 't all times o' th' night.
The children git ther sleds an' skees, an' older folks ther slays,
An' all go in for fun, oh yes! these snow-blowy days,
Fly to the beaten road, the pond, an' gently slopin' hill,
Our Jinny an' our Margarit, our Bobby an' our Bill.
Frozen rills, plumbers' bills, hungry folks galore—
Fires to keep, floors to sweep, an' snow frum out the door.
That's what Winter means to you
An' this old settler 6' ninety-two.

JENNIE ADER HARRISON.

Portland, January 8.