TRACTION COMPANY FIGHTS ICE VAINLY

Trolley Wires Snap Over All City and Workmen Can't Cope With Storm.

ENTIRE SERVICE CRIPPLED

Power Strands Break and Electricity Supply Is Cut Off—Steam Plants Used With Little Effect. Falling Trees Also Hamper.

Every emergency wireman, hundreds of extra laborers, all the automobile trucks and all the repair gangs of the Portland Railway, Light & Power Company struggled all day yesterday and last night in an effort to keep the car-tracks clear and the cars in operation. Many times in the day the storm got the upper hand and cut off all the service, necessitating switching around of high tension supply lines, the re-routing of cars and the building of new temporary track before service could be resumed.

When it became apparent about noon that it would be difficult to maintain any service whatever, every emergency man was called out and all the shop force was put to work removing the trolley wheels from the trolley poles. The sleet in falling on the overhead wires formed a cake of ice which kept the trolley wheel from touching the wire and broke the electric current. The wheels were removed and the trolley pole was allowed to scrape along the wire. It was necessary to have one conductor to attend to the trolley and another to handle the passengers.

Trolley Wires Tumble.

The system was all right in breaking the crust of ice, but disastrous to the wire. As a result trolley wires began to fall all over the city. Between 2 and 4 o'clock 12 wires were reported down and it looked for awhile as if the service would have to be abandoned.

On top of this trouble the high-tension wires leading from the power station at Cazadero broke in five places along the route and the largest part of the city's electric supply was cut off. This was at 3 o'clock and the cars stood powerless over all the city for more than an hour. Breaks were found in the high-tension wires at Lents Junction, Whitman Station, Watson, Rivermill, East Thirty-third and Broadway and at Union avenue and Knott street. Apparently the breaks all occurred within an hour.

Emergency Plants Used.

As fast as linemen got one place repaired there would be another break. Finally the steam emergency plants on East Water street and Hawthorne avenue and in North Portland were put into commission and limited service was resumed on all lines. The power was furnished from the plants at Oregon City, the steam plants and from a new storage battery in the Electric building, which kept the cars running intermittently. Much trouble was experienced on the Oregon City high-tension system, due to breaks in the wires. Each break caused a delay in the operation of many cars while repairs were being made.

No effort was made to maintain schedule on any line, efforts being confined to running the cars as often as possible. In parts of the city but two cars reached the ends of the lines during the afternoon.

Falling trees in the early part of the evening added to the trouble. On the interurban lines the cars were required to move slowly, and every few minutes the power was cut off and delays occasioned. The tracks were strewn with branches of trees all afternoon and in the evening the trouble increased until the interurban service had to be practically discontinued.

Battle to Continue.

Superintendent Franklin, of the Portland Railway, Light & Power Company, said everything possible would be done to keep up the service today by using the emergency power plants and employing as many workmen as could be obtained. Workmen of every shift were impressed during the afternoon.

"We hoped for a change in the weather," said Mr. Franklin, "but it failed to come. We battled against every sort of trouble, transferred our power around in every conceivable manner and have done everything we can to keep the cars running. It has been a losing fight so far. We will keep at it with all our force, it being our intention not to abandon any service until it is prostrated."

Electric light service was demoralized rapidly in the residence districts in the afternoon and evening. Falling trees during the late afternoon cut off practically all the residence and street lights outside the fire limits where the wires are above ground. In the business district there was no trouble with lights, the power being furnished by the steam plants by means of underground wires. Very few homes in the city had light at any time last night. Many parts of the city favored early in the evening were cut off later as the trees and poles toppled and snapped the wires.

Between 4 and 5 o'clock 69 electric wires were reported down and before 9 o'clock the number had increased to more than 300. Every tree or large branch which fell seemed to have taken with it a collection of light and telephone wires.

Cars Run All Night.

Arrangements were made late last night to keep cars in operation on all lines throughout the night, to keep the lines clear for service today. The intention was to keep the ice from getting too thick on the trolley wires and to clear the lines of fallen trees and poles. Workmen and linemen accompanied each car and attended to the clearing work wherever required.

Serious accidents were averted narrowly at Second and Alder streets at about 5 o'clock, when a Woodlawn car's trolley left the wire and got tangled in the network of supporting wires. Part of the network was torn down and wires spitting fire danced about the street for some time before they could be tied.

A break in the trolley wire on East Fiftieth street, two blocks off Hawthorne avenue, about 12:30 o'clock yesterday afternoon demoralized the car service over the Mount Scott line for the greater part of the afternoon. Tripper No. 3 struck the break about 1:15 o'clock and managed to jockey by on the down grade and pick up the trolley at Hawthorne, after three-quarters of an hour of maneuvering.

While the car was stalled at the break, the telephone and electric wires on East Fiftieth street for nearly 10 blocks gave way under their accumulated burden of sleet and fell in a tangled mass to the ground. The break in the trolley was due to an accumulation of crusted sleet on the cross-wires between two poles.

After making the main track on Hawthorne avenue the car was delayed for nearly an hour in working its way up the incline to East Twenty-fifth street. Other cars, whiskered with icicles, were bunched on the line, moving by fits and starts, rarely making more than half a block before they were obliged to stop on account of trolley trouble, as the lines sagged down almost to the car roofs and the trolleys repeatedly flew off the wire. Another break occurred about the same time in the trolley wire near Grand avenue, but the emergency wagon was hurried out and after 15 minutes' work the procession of delayed cars was able to make its way into the West Side without further interference.

The trouble with the trolley wires put the heating apparatus in the cars out of commission and the passengers, who were apparently inclined to take a humorous view of their plight, stamped their feet to keep warm until every car sounded as though a snare drum solo were going on inside.

Passengers Do "Clog."

One of the passengers on tripper No. 3, struck by a bright idea, began to "pat a juba" in real negro fashion, and the passengers, with a chorus of laughter, caught the time and merrily shuffled ragtime with their feet to keep the cold away, while the conductors and motormen outside wrestled with the trolley and worked the car by fits and starts past its many obstacles.

Phone lines into the Mount Scott district were in bad shape, but such residents as could be reached by phone last night reported no indication of any abatement in the weather there. The wind was still blowing sleet from the north at 6 o'clock and trees, crusted with great masses of ice, were breaking continually and still further spreading confusion among the phone wires they encountered.

Electric lights from Creston onward were cut off by the breaking of the wires at about 4 o'clock in the afternoon, and residents were forced to resort to coal oil lamps and candles, or, if these were not obtained, to pass the evening in darkness.

Workmen Can't Reach Homes.

Many workmen whose homes are far out on the Mount Scott line walked to Hawthorne avenue in the afternoon to get beyond the break in the trolley and caught their cars into the West Side, and made no effort to return to their homes last night, fearing that the cars might leave them stalled far out and force them to a long walk in the sleet and snow in the darkness.

Travel on the Oregon Electric between Portland and Salem and Forest Grove "blew up" early in the day and all trains, including the Capital City Flyer, were canceled. Trains which had left the southern terminal before the storm developed limped into the city hours late and against great obstacles. Train No. 24 from Forest Grove, due here at 10 A. M., was delayed by a broken wire at Multnomah and again at Fulton Park, and passengers had a thrilling experience when the train squeezed past a broken strand of trolley wire. The wire grounded against the side of the car and a tongue of flame leaped into the car a distance of several feet. Vivid displays of green light followed the trolley wheel constantly. The train arrived more than two hours late.

SAFE WALKING IS HARD FEAT

Danger Confronts All at Every Step on Street.

All Portland splashed yesterday, momentarily cringing in expectation of a slip that might precipitate it into the soupy slush that lay underfoot in every street, while the Street-cleaning Department was notably not in evidence, and a few merchants appeared content to see the sidewalks in front of their establishments transformed into sludgy skating rinks.

Every step of the pedestrians was fraught with that indefinable cringing thrill in the spine that always accompanies treading on untrustworthy ground. The slush lay thick at the crossings, whipped to the consistency of stale ice cream by the pounding of the sleet and rain. It glutted the catch basins at every corner, so that small lakes accumulated along the curbings, over which the pedestrians, men, women or children, were obliged to leap, with long odds in favor of their heels scooting out in front of them and sousing them flat on their backs in the puddles of slush.

Splashing and leaping and slithering awkwardly along the streets, women were frequently compelled to fly in the face of conventionality to protect their skirts from the pervading wetness. Frequently even these precautions were of no avail, as an auto veered around a corner with a "sploosh" and deluged them with a shower of moist snow. Men plodded in water-soaked shoes and derellet wanderers stood forlornly under awnings fuzzy with icicles and bewailed their chilblains.

Falling in the street became so common that even the wildest tumble could scarcely provoke a laugh.

Thus through the long day Portland splashed, while the street railways, the electric companies and "trouble shooters" for the telephones wrestled with the silver thaw, and the white-winged knights of the street-sweeper and shovel rested under the cloak of invisibility.

BAY CITY STRIDES AHEAD

New Hotels to Rise as Result of Harbor Improvements.

BAY CITY, Or., Jan. 6.—(Special.)—Renewed impetus was given the hotel industry today by the receipt from Washington of the information that the Secretary of War had transmitted to Congress the report of the Army Engineers for the improvement of Tillamook Bay and its approval by the Chief Engineer Corps of the United States Army.

A. Miller, of The Dalles, has a force of men clearing a site for a modern hotel. It is understood that the agent of an Eastern capitalist who was here recently investigating the advisability of establishing a hotel has been influenced by this action of the Government engineers to report favorably upon the erection of an $80,000 hotel here. H. Moon, of Portland, opened the Bay City Hotel the first of the month and has been unable to accommodate all those who have applied to him for accommodations. The same is true of the Bay View Hotel. The large influx of transients is due not alone to more traveling men entering the Tillamook field, but to the influx of many Oregon and Eastern people who are attracted here by the opportunities for investment.

SILVER THAW BRINGS UNUSUAL SIGHTS AND SCENES TO PORTLAND.

SCENE ON HALSEY ST., HOLLADAY'S ADDITION; WOMAN MELTING ICE FROM TREES WITH HOSE

E. THIRD STREET, NEAR BROADWAY

"THE COMING OF THE WHITE MAN," CITY PARK

LIMBS BROKEN DOWN ON TREE IN IRVINGTON

1907 STORM RECALLED

DAMAGE DONE FIVE YEARS AGO PLACED AT $150,000.

Streets Tangled With Wires and Poles and Ice on Trees Present Familiar Scenes.

The "silver thaw" of yesterday was the worst since the destructive storm and thaw of January 28, 1907, when traffic and business was at a standstill for nearly 24 hours and the equipment of the public utility companies suffered $150,000 damage.

At that time the sleet began falling early in the morning and before night the streets were strewn with a tangled mass of wires and trees, car service was abandoned, there were no lights, thousands of shade trees were destroyed and orchards were badly damaged.

That storm was similar in many particulars to the thaw of yesterday. Two horses were killed then on the Steel bridge in nearly the same place as the two yesterday, 10,000 telephones went out of service and shade trees were badly damaged in the parks and streets. The wires, trees and poles then, as now, covered practically every street in the city's residence district.

Many accidents were reported in the 1907 storm owing to the falling of trees and wires during the day, when there were many people on the streets. No one, however, was killed.

CRIME THRIVES IN FRANCE

Public Office Robberies Practice of Young Thief.

PARIS, Jan. 6.—(Special.)—Apparently the way is made very easy for thieves in French public offices and other buildings under the charge of the French government. There was the case of the Louvre, where a succession of thefts culminated in that of the "Mona Lisa." And on Saturday last a young man named Maurice Migeon, 18 years old, was charged with, and confessed to, a series of thefts from all the ministries in Paris.

His specialty was typewriters. He had a shopful of second-hand machines, which he could afford to sell very cheaply because of the simplicity and ease with which he got them. He made a point of going out and stealing one typewriter every day. He got them from the ministries and the public offices. His method was ridiculously simple. He dressed himself like a shop messenger, went to the concierge of the ministry and said, "I've come for the typewriter which needs repair."

In a ministry or big public office there is always at least one typewriter which needs something done to it. The concierge told him where to go, and he went up and took the machine away.

Nehalem Canneries Are Busy.

NEHALEM, Or., Jan. 6.—(Special.)—Both the canneries on the river here are busy packing steelhead salmon, the catches of the Nehalem fishermen being good for this season of the year. The fact that fishermen are catching many silverside salmon is causing no little comment, from the fact that the catches of this variety are most unseasonal. The steelheads and silversides are bringing 3 and 4 cents a pound at the canneries, a fair price for this season of the yearly catch.

Pianos! Pianos!!

Extraordinary Bona Fide Reductions in the Great Bush & Lane ANNUAL CLEARANCE SALE

Werner, burl walnut, excellent condition, regular $325, now only $179
Knight Brinkerhoff, superb mahogany, can't be told from new, was $350, now only $252
Victor Piano, fine mottled walnut, cost new $375, now only $172
Another Victor, only used three months, just like new, was $375, now only $238
Robinson, good practice piano for beginners, originally $350, now only $90
Vose, only used short time, just like new, cost $400, now only $273
A Superb Bush & Lane, in Art Style case, traded in for player piano, cost $500, now only $284
Victor, largest size, beautiful walnut case, was $375, a rare value at $187
Hallet & Davis, largest size, fanciest mahogany case, just like new, cost $375, now $278
Thielin, finest mahogany case, a splendid value at $350, now only $226
Another Thielin, elegant condition, the $350 style, for only $212
Bush & Lane Baby Grand, in finest mohagony, piano used by prominent music teacher now in Europe, cost $800, now only $495
Bush & Lane Player Piano, genuine oak case, used for demonstrating purposes and as good as new, the regular $850 style, now only $627

TERMS LIKE RENT

Pay cash or $4, $5 and $6 monthly—as you choose. "Money Back" if not exactly as represented. Don't wait. Don't delay. Every day witnesses big inroads being made into the stock. Be on hand the first thing tomorrow morning.

Bush & Lane Piano Co.
355 Washington St. Majestic Theatre Building

MANY LADIES ARE FINANCIERS

for the family. There are many women who would like to buy a good home, pay half down and the balance as fast as possible. Others would like to invest the family savings in a good, safe mortgage. Frequently ladies come to us for advice on such matters, and we always are pleased to give such inquiries our careful attention.

Our loan department is for this very purpose, and ladies will find our bank offers unusual facilities for all financial transactions.

Hartman & Thompson
BANKERS
Chamber of Commerce Building.

IMPORTANT THAT PUBLIC SHOULD KNOW ABOUT GREAT KIDNEY REMEDY.

The testimonial I am to give you comes unsolicited. I have been suffering from lumbago for ten years and at times was unable to stand erect. A Mr. Dean, of this city, saw me in my condition (bent over) and inquired the cause. I told him that I had the lumbago. He replied, "If you get what I tell you, you need not have it." I said I would take anything for ease. He said, "You get two bottles of Dr. Kilmer's Swamp-Root and take it, and if it does not fix you O. K. I will pay for the medicine myself." I did so and am a well man. For five months I have been as well as could be. Before I took your Swamp-Root was in constant pain day and night. This may look like advertising, but it seems to me most important that the public should be made familiar with this treatment as it is the only one I know which is an absolute cure. I owe a great deal to Dr. Kilmer's Swamp-Root, and am anxious that others situated as I was should know and take advantage of it. Hoping that this testimonial may be of benefit to some one, I am,

J. A. HOWLAND,
1734 Humboldt St.,
Denver, Col.

State of Colorado } ss.
City and County of Denver }

Personally appeared before me, a Notary Public in and for the city and county of the State of Colorado, J. A. Howland, known to me as the person whose name is subscribed to the above statement and upon his oath declares that it is a true and correct statement.

DANIEL H. DRAPER,
Notary Public.

Letter to Dr. Kilmer & Co., Binghamton, N. Y.

Prove What Swamp-Root Will Do For You

Send to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. It will convince anyone. You will also receive a booklet of valuable information, telling all about the kidneys and bladder. When writing, be sure and mention The Portland Sunday Oregonian. Regular fifty-cent and one-dollar size bottles for sale at all drug stores.