BRYAN AND BEVERIDGE TO ARGUE IN MAGAZINE

Two Statesmen to Cross Swords in Writing Opposing Views on National Topics.

DEMOCRATS SAY IT IS BAD STEP FOR COMMONER

La Follette Upholds Nebraskan's Efforts to Reach the Ear of the People-Leaders Afraid, However, of Disastrous Results.

By John E. Lathrop.

Washington, Feb. 7.— Democratic politicians are disturbed that W. J. Bryan has decided to write in a series of magazine articles his views on pending questions of national government. They are filling many columns of eastern newspapers with stories from "a prominent Democratic leader," "many of the leaders of the Demogracy" and "Democratic senators and represents at the plans of the New States at the hands of the people such as to compel him to recede from his ground.

The facts are that Mr. Bryan has never yet declared for government of the most fashionable and at the same time one of the most fashionable and at the same time one of the most fashionable and at the same time one of the most unostentialious church weddings of the bride was Miss Florence Flower, formerly of New Orleans, never in government control of the said: "We may have to come to government Democratic leader," "many of the leaders of the Democracy" and "Democratic senators and represents this view every time he has speken on the question.

The spirit of these criticisms is indi-

It is regarded by some here as strange, indeed, that his party asso-clates have even yet failed to under-stand that Mr. Bryan is not seeking, primarily, partisan advantage; that he anxious to solve pressing problems nestly and for the good of the republic, and that his concepts go to con-siderations higher than the ascendency of any organization or party.

Mr. Bryan holds in this respect exactly the same views as those enunci-nted by Schator La Follette in an inter-view in which he said to The Journal

Discussion of mooted questionsthat is what the people want, not party stratagem and spoils. They demand that their public men give a reason for the faith that is in them, and cease to play the small game of merely striving to win against their political oppo-nents. Let the people have this frank, open discussion, and let them have it in

take the people into his confidence constitutes astute politics, and it is to be inferred that were he to go on record as to the Bryan magazine, he would inderse the ideas as to the Bryan magazine, he would inderse the ideas of the Nebraskan and laud his intention to tell the people what he believes is good for the curing

of existing ills. This strange misunderstanding of the mental attitude of the Nebraska the mental attitude of the Nebraska leader illustrates the too common basis of political action in the national capital, where, probably, the wishes of the people are learned tast, after elsewhere they have long been known.

Apparently, the old-time campaign theories are doomed to relegation to the forgotten past. Time was when political leaders companied secretic and

pust so long as possible an outline of plans for the coming battle. Delegates were elected and boarded their trains for the national convention. political leaders counseled secretly and caucused under cover, withholding just so long as possible an outline of knowing what would be the platform expressions of their party, and these matters were threshed out in sub-com-

unquestioned at this time, and there are few who do not believe that he will be

GRADUATES ARE GIVEN DIPLOMAS

Exercises of High School Last Evening for Fifty-Four Who Are Through School.

From school room to the stern duties of life was the step taken by the 54 members of the senior class of the Portland Righ school last night when they were presented with their diplomas on the stage of the assembly hall. J. made the presentation speech in which he wished them success and prosperity through life.

The occasion was an auspicious one for the exercises. The graduates pre-sented a pretty sight as they sat upon the stage; the young men were a manly lot of fellows, while the young women, said of all the wisdom they had gained in their high school days, looked weil in their pretty gowns. Flowers were scattered profusely and served to decorate the stage and hall. Rabbi Jonah B. Wise made the ad-

Rabbi Jonah B. Wise made the address of the evening and his remarks were appropriate and closely followed by those present. He dwelt upon the necessity of doing things, but advised the graduates to prepare themselves well before undertaking any enterprise. The musical part of the pregram was well taken care of by Miss Edwina Mastick, Miss Alda Broughton, Miss Cornella Barker and Miss Leonora Fisher. Their selections were well reperiod by the audience and encores were given.

Cathlamet Votes for City.

(Special Dispatch to The Journal.)
Clathlamet, Wash., Feb. 7.—The election held to decide whether or not Cathlamet, should incorporate resulted incorporation. The following officers were elected: For mayor, A. F. Cooper, for councilmen, M. Gorman, J. R. Burke, A. D. Birmie, J. T. Nassa and Fred Brown; for treasurer, C. H. Warren.

Harvest of Wildcats.

(Special Directed to The Journal)
Rates, Or., Feb 7.—L. T. Henness,
Riving two miles south of Gates, last
week killed five cougars and the fortnight previous killed eight wildcars.

Schilling's Bent has coined the new ord moneyback.

the next nominee of the Democracy. He could have the nomination were he to retire to his Nebraska farm and utter not a word from now until the national convention met and wrote his name at the head of the ticket.

"But," seys Mr. Bryan, "let us talk over some matters with the people. Let us tell them what we believe. Let us engage in earnest, although friendly, dubate with the opposition, and then let the people direct these views and let the people digest these views and decide intelligently in advance just

what they want."

And this is the attitude which is disturbing the Democratic politicians, by which it is thought he "may play into the mands of the Republicans." The New York World, in discussing the matter, said that Mr. Bryan had

already tried this plan; that he remulgated his doctrine in favor of government ownership of railroads and re-

The disclosures of inadequacy of bridegroom's father no attempt was about present transportation facilities result- made at an elaborate wedding. The days The spirit of these criticisms is indicated in an article in the Evening Stor of this city, which asserts that these Democrats fear that Mr. Bryan will "play into the hands of the Republicans."

Schator Beveridge is to write for the Republican side in the same magazine, and the two are to engage in a running delate through that medium.

It is regarded by some here as strange, indeed, that his party associates have even yet failed to understood that Mr. Bryan is not seeking. resentatives, these are facts which have caused everyone almost to consider whether or not private ownership shall not sometime be forced on the nation, which would have to adopt it in self-

> However, careful scrutiny of Mr. Bryan's expressions falls to discover one line in which he has declared for government ownership. Inusmuch as he has been misquoted on this domi-nant issue he will discuss the subject frankly with the people. There are some who think that the only element of weakness in his program is that he engages in the magazine discussion engages in the magazine discussion with Senator Beverlage, who is not universally looked upon as a heavy gun from the Republican batteries.

no small measure. Anyone who essays to speak for the people in political matters should not fear to give his views to the people."

Senator La Follette was not at the time referring to the Bryan propaganda, but was talking of political publicity in general.

Senator La Follette wrought out his policy thus expressed and toured the country last summer. Then he returned to Washington and forced through his bill limiting railroad employes' hours

COUGHS

QUICKLY CURED BY

and I ar

There is no case on record of a mittees of the resolutions committee cold resulting in Pneumonia, or solely with regard to what would be other serious lung trouble, after cold resulting in Pneumonia, or The Bryan leadership appears to be Foley's Honey and Tar had

> It will cure the most obstinate racking cough, and heals and strengthens the lungs.

> Foley's Honey and Tar has cured many cases of incipient Consumption and even in the last stages will always give comfort and relief.

Foley's Honey and Tar gives quick relief to Asthma sufferers, as it relieves the difficult breathing at once.

Remember the name-Foley's Honey and Tar-and refuse substitutes that cost you the same as the genuine. Do not take V. Beach, chairman of the school board, chances with some unknown preparation.

Contains no opiates.

Cured of Terrible Cough on Lungs. N. Jackson of Danville, Ill!, writes:
"My daughter had a severe attack of
La Grippe and a terrible cough on her
lungs. We tried a great many remedies
without relief. She tried Foley's Honey
and Tar, which cured her. She has never been troubled with a cough since,'

Consumption Cured.

Foley & Co., Chicago. Dana, Ind.
Gentlemen:—Foley's Honey and Tar
cured me of Consumption after I had
suffered two years and was almost desperate. Three physicians failed to give
me any relief and the last one said he
could do me no good. I tried almost
every medicine I heard tell of without
benefit, until Foley's Honey and Tar benefit, until Foley's Honey and Tar was recommended to me. Its effect right from the start was magical. I improved steadily from the first dose and am now sound and well, and think Poley's Honey and Tar is a God-send to people with Throat and Lung Trou-

ble. Yours very truly, MRS. MARY AMBROSE.

Three sizes-25c, 50c, \$1.00. The 50 cent size contains two and one-half times as much as the small size and the \$1.00 bottle almost six times as much.

SOLD AND RECOMMENDED BY

Foster & Kleiser-Signs.

Miss Florence Flower Weds Pierre Lorillard Barbey in St. Thomas Church.

GROOM IS NEPHEW OF TOBACCO MILLIONAIRE

Bride Most Accomplished, Speaking French, German, Spanish and Russian Almost Faultlessly Be sides Being a Skilled Musician.

New York, Feb 7.—About 180 people gatherel in St. Thomas' church this

guests were confined to the relatives of the two families and a few intimate friends from New Orleans, Boston and this city. Miss Estelle Flower was her sister's only attendant. Henry G. Barbey, brother of the bridegroom, acted as best man. An informal reception followed at the Flower, home in East Sixty-first street.

The bride, who is of the blonds type of beauty, was introduced to society

The bride, who is of the bloode type of beauty, was introduced to society with several of the popular young women of teday, including Miss Janet Plan and Miss Sphii Kane. She received her education through private tutors. Here throwledge of French, German, Spanish of the and Russian is almost faultiess. She is laise accomplished in music and rides office: exceptionally well.

her paternal grandfather, the late Richard Flower, is related to the oldest and most prominent families in Louisians. Mr. Barbey received his early educa-tion in England, and was graduated from Harvard in 1904. He has never where. His mother was Miss Lorillard,

a sister of the late Pierre Lorillard and of the late Mrs. Lawrence Kip and of Mrs. James P. Kernochan. His sisters are the Countess de Pourtairs and the Countess de Neuflize and Miss Bita Barbey.

HEPPNER LODGE HOLDS

of the World and Women of Woodcruft of the Heppner camp at a joint installa-tion placed the following persons in

W. O. W.-William Walbridge, P. C., W. Briggs, C. C.: Frank Gilliam,

teson, musician; Emma Hale, manager,

Ballard's Snow Liniment is praised for the good it does A sure cure for Rheumatism and all pains. Wright W. Loving, orand Junction, Colo., writes: "I used Ballard's Snow Liniment last winter for Rheumatism and can recommend it as the best Liniment on the market. I thought, at the time I was the market. I thought, at the time I was the would be a week before I could get about, but on applying your Liniment several times during the night I was about in 48 hours and well in three days. Sold by all druggists.

JOINT INSTALLATION

Exceptionally well.

Last summer she spent several months in Europe with her mother and sister. Her mother is a descendant of the old Livermore family of New York and Connecticut. Robert Stuart Howard, her grandfather, is a direct descendant of the Dukes of Norfolk, and her natural grandfather, the her Bioch.

W. O. W.—William Walbridge, P. C., L. W., Briggs, C. C., Frank Gilliam, banker, J. L. Yeager, cierk; Frank

Smead, sentinel.

W. of W.—Mrs. Loretta Yeager, P.
G. N.; Mrs. P. J. Gordon, G. N.; Mrs.
Laura Keithley, advisor: Mrs. H. P.
Briggs, magician; Mrs. Mary A. Neville,
clerk: Mrs. Ines. A. Freeland, banker;
S. J. Devin, attendant; Mrs. E. J. McFerrin, E. of G.; S. A. Smith, S. S.;
Mattle Sommerfield, O. S.; Myrtle Matteson, musician, Emma Bule macourteson, musician, Emma Bule macourteson, musician, Emma Bule macour-

Mill Work Suspended.

(Special Dispatch to The Journal.) Eligin, Or., Feb. 7.—Work in the Pal-

The simplest, easiest and IT'S CAUSED BY CONGESTION most effective remedy for this most common complaint is an Allcock's Plaster. Millions have been cured of back trouble during

OH! THAT BACKACHE.

the past half century by this wonderful, healing, strengthening and pain relieving

The original and genuine porous plaster

REMEMBER - Allcock's Plasters have been in use for 60 years and have no equal as an external remedy. Made of absolutely the purest and best materials, and Guaranteed under the Pure Food and Druge Act, June 30, 1906. Serial No. 385.

Brandreth's Pills

DON'T SPECULATE---- HAVE MADE A SURE LIFE INCOME FO

I Will Make Millions-Invest With Me-If You Want to Share With Me You Must Come Quick-Your Money Will Grow Into Thousands



PAUL W. LEPPLER, Inventor of the Leffler Electro-Hagnetic Baliway and Signal System. Inventor of machine to make Barb Wire. Inventor of many improvements to Rarvesting Machines. General Manager and Consulting Engineer of Leffler Electric System. I ran a machine shop and brass foundry in Minneapolis, I did the repair work for the Electrical SE QUICE AND GET A SUMM RIFE.

Street Railways of St. Paul and that city. I was so successful as a mechanic and electrician in this repairing that I was requested to change every dynamo put in by the General Electric Co. I saw all the troubles of the street railway managers. I found the present system of running streetcars was per every 10 shares, \$45 cash.

I found I could get more power, greater speed, more safety and comfort by running cars with electromagnets direct than by the roundabout, mixed-up system now used by electric railways.

I have always been a successful manufacturer and inventor. I have had charge of 200 expert mechanics at one time. All of my inventions have made great successes and enormous sums of money. The
great successful barb wire business today is built on my patents.

The best money being made today in the manufacturing of harvesting machines is very largely based
on my inventions.

on my inventions. the first switch and turn-out that prevented the trolley wheel on trolley cars from con

stantly jumping the wire at crossings.

For fourteen years I have studied how to make cars run faster, cheaper and safer than ever before.

I Have at Last the Greatest Invention of This Century

It will remodel the whole railroad business. There is not a railroad in this country but that will soon or inter be compelled to adopt my system, because it is cheaper, faster, safer and more money-making than any other system.

I absolutely control the next great step forward in the railroad world in my patents. Why? Because them has run its limit! Steam cannot be depended upon for long distances. Their mptors are likely to burn out any minute. With my system I can run a train any distance in any kind of weather, without a hitch or breakdown, 80 to 100 miles an hour with perfect mafety. By my system, if a wheel broke or a rail broke the car would stay exactly in position on the track. They could not jump the track at any speed. It would be impossible to run my cars off the end of a track into a river where a bridge is open. My car would stop itself even if the leverman were asleep.

I know this whole system to be a success, because I have tried it for two years. During that time millionaires have tried to get control of my system, but I would not let them, because I preferred to protect my own and small stockholders investments.

Charles T. Yerkes offered me \$100,000 if I would throw my invention on the scrap-pile and forget it. He did not want to be compelled to change his old cable system.

Tom Johnson of Cleveland offered to furnish \$200,000 for my patent rights for over eighty miles

Tom Johnson of Cleveland offered to furnish \$200,000 for my patent rights for over eighty miles

wall street capitalists have made five different attempts to gain control over the Leffler Electric System, and Wall street generally knows a good thing when they see it. I could not afford to let these big moneyed interests get control. I preferred to go to the small investors, to the people who want to make small, but safe and sure investments. I have therefore bound myself to this company, and to every stockholder, that I will personally see to it that every man and woman who makes an investment in this company will get a square deal. This is a square deal from start to which.

TWO DAYS MORE AT \$4.50—ADVANCES TO \$4.60 MIDNIGHT, SATURDAY, FEB.

All or any shares of the capital stock of the Leffler Electric System will be redeemed by it at per or face value up to, and including, the loth day of May, A. D. 1963, upon written notice properly given to said company at the executive offices in Chicago, Illinois, in a manner and form as provided by its hy-laws, and adopted by a majority of the stock-holders of this Company, so that all stock so offered for redemption, within any given period, may share equally and proportionately. However, the stock of this Company is only redeemable from funds received, or to be received, as royal-ties from railroad companies using the patents of this company under license, and after proper notice, as aforesaid, which may be received from stockholders direct, or from such of said railroad companies as have received said stock in payment for transportation, or otherwise, FEGVIDED, EOWEVER, no stock shall be redeemed until after May 10th, 1908, szospt at the option of this company.

THIS CONTRACT MEANS

That this company will pay you full face value for every share of stock you buy out of the royalties paid by railroad companies using my system.

Tou can use your stock as each in payment

royalties paid by railroad companies using my system.

You can use your stock as cash in payment for fare or freight on any road using my system.

You see, every road that uses my aystem will have to pay our company a royalty every year simply for the right to use it. These railroad companies would just as soon pay us with these certificates as to pay cash, and the certificates would be the same as cash to us. This contract means that if you bought loo shares at the present price you would be able to get at least \$1,000 from any railroad using my system. Or you could turn the sertificates of steck in to us and get \$1,000 in cash when there is royalty meansy in our freezemy. I don't think you will ever want to sell, because of the shormous dividends we will pay. But if you should be compalled to sell your certificate would be worth its full face value. This makes it absolutely impossible for any stockholder to be from our of the company.

most expert engineers in this country have casefully examined my system and ridden on my car, and they have written respons on what they saw and found. These engineers are John Ericson, city engineer of Chicago; Karl La Lehmann, consulting engineer of Chicago, and F. W. Cappelen, former city engineer of Minneapelta Minnesota.

They declare the system successful, simple and ursetteel and point out many other features wherein the Leffler system is an immense improvement over any other system mow known to be in existence. Other unprefulled and scientific experts have presonneed the system wonderfully simple and simply wonderful. The reports will be sent to any one in the control of the special control of t

I absolutely prevent collisions. Everywhere a car mores it sends signals ahead and behind. It is not affected by storms or any weather condition. My signal system does not require either hand or mind of man to operate it. No wire or poles are exposed where storms can hlow them down or interfers with them. If through some accident one signal is broken, or otherwise put out of commission, another signal immediately takes its place. Every train dispatcher and operator on the road can go to deep, and my signals will work perfectly and eafely. Even the frainnen have nothing to do with them. There is no forgetting. Every signal works automatically. When trains come together too closely, head on or from the rear, an electric bell rings vigorously in the leverman's cab. MY AUTOMATIC RIGHAL RERVICE

Because before long we will be putting my system on all the standard, street and interurben railways. Just think what an immense
fusiness that will be. One company alone now
employs 12,000 men to make the present electric railway equipments and eart. Another
firm employs nearly as many men. There are
also thousands of men employed making standard locemotives and equipments. All of these
will be back numbers, and will have to go out
of business because this Leffer electric aytem will take their place and will employ
thousands more.

INVESTIGATE US CAREFULLY

tificate would be worth its full face value.

This makes it absolutely impossible for any stockholder to be freezen out of the company.

EVERY SHARE ON THE SQUARE

This is such an opportunity as does not come to any one one in a hundred years, to get in on the square of the small loss. It is the next great forward to put the relification would be street railroad over to the Lefter system, not only because it can run faster, but it saves about half in operating expenses and thousands of lives.

It means faster and cheaper travel and greater profits to the railroad owned to the save only because it can run faster, but it saves about half in operating expenses and thousands of lives.

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It means of the call of

LY AND QUICKLY.

It is not affected by storms or any weather condition. My signal system does not require sither hand or mind of man to operate it. No wiree or poles are exposed where storms can hlow likem down or interfers with them. If through some accident one signal is broken or otherwise put out of commission, another signal immediately takes it a place. Stery train dispatcher and operator on the road can be described to the signal is broken of otherwise put out of commission, another signal immediately takes it a place. Stery train dispatcher and operator on the road can be described to the signal is broken of the stockholders. The sprofits and dividends can't help but be something for the stockholders. The sprofits and dividends can't help but be something of watered stock. Neither is it a personal can't help the something of the stockholders. The sprofits and dividends can't help but be something of the stockholders. The sprofits and dividends can't help but be something of the storm have nothing to do with them. There is a straight, square device the straight of the straight of

For every 100 shares, \$450 cash. Any other number of shares, up to OUR RAST MONTHLY PAYMENT

PLAN For every 10 shares, \$10 cash and \$ nonthly payments \$6 oach. Total, \$46. For every 100 shares, \$100 cash and monthly payments 660 each. Total,

Any other number of shares, up to 5,000, at the same rate.

All remittances must be made in either post office money order, registered letter, express mncay order or draft.

THIS STRUCK FOR STREET MAILWAYS

POINTS TO REMEMBER ABOUT THE LEPPLES SYSTEM TAX-ING THE PLACE OF PRES-ENT STEAM BAILWAYS

It does away entirely with locomotives, heavy motor cars, electric engines and all other similar heavy and expensive ma-chines.



This Leffler Electric Train Will Bun 80 to 200 Miles an Mour Without the Possibility of Jumping the Track-Swift

Until 9 o'Clock

OFFICE OPEN F. H. JOHNSTON, Fiscal Agent 425 Fliedner Bldg., 10th and Washington Sts., Portland, Oregon