### FEE SYSTEM IS BAD

Need of Improvement in Office of Circuit Court.

THERE NOW IS AN ANNUAL DEFICIT

Suggestion as to the Best Method of Framing a New Bill-A Difficuit Problem.

The fees collected in the State Circuit Court for the year ending June 30, 1900, amounted to \$11,915, and the salary list of the Clerk and his deputies for the same period was \$12,560, and blanks cost \$62, making a total deficit of \$107. The total expenses of the court otherwise for the year aggregated \$22,006. This latter included the cost of the trial jury, \$5620; salaries of balliffs and oriers, \$600; grand jury, \$1533; witnesses, etc. The total de-ficit, if all these latter were included, would be \$22.162 and besides there is the salaries of the four Judges paid by the state, amounting to \$12,000, and the sala-ries of the District Attorney and his deputies \$7000, are also now paid by the state.

On this showing it cannot well be con-tended that the fees charged litigants are excessive. On the expense side allowance, of course, must be made for criminal business, which cost probably about \$10,000 per year, exclusive of the District

The fault with the fee system in this office, as with other departments of the county government, is that fees are not exacted to correspond with the volume of work performed, and for years past in the equity department of the court a great deal of work has been done for nothing. The Portland Savings Bank receivership case is a good example with which to il-lustrate this fact. Under a proper sched-ule of fees, the bank would have paid into court at least \$1000 in fees, but under the existing statute it has not been required to pay a cent during the last five years. Scarcely a day passes but what some sort of a petition is filed by the recelver for Judge Cleland to pass upon, and some days three or four of them. The court has heard and determined all manner of legal disputes, some of them occupying several days' time, examined dozens of long financial statements, and all this has been done without any costs attaching. Besides all this, the cierks have written a book full of entries. The Northwest Loan & Trust Company receiv-ership went through court in the same manner, and also other assignment and receivers' cases too numerous to meniton, where a vast amount of work was done in each instance for \$10, which is the only fee charged in this class of

cases under the present blanket fee bill.

For a demurrer \$1 has to be paid, and an alien to citizenship and making certified for an answer, and in this way a little field copy thereof, \$1.

"For making and certifying acknowledged or other instrument of In large mortgage suits and various other equity cases which are stubbornly con-tested, the fees do not cover the amount of labor involved. There is likewise an inequality between the fees exacted and work done in different classes of cases. For example, the fee in one of the big receiverships mentioned, or in a \$500,000 mortgage fereclosure suit, is \$10 and \$4 Sheriff's fee, and in a divorce suit the plaintiff must pay \$5 for filing the com-plaint, \$10 District Attorney's fee (which goes to the county under the new law), 24 Sheriff's fee and \$5 official reporter's fee, making a total of \$24, and the case is sometimes tried out in an hour. The reporter's fee is also imperative because the court has ruled that the evidence must be included as a part of the judgment roll when the divorce is granted.

In other cases a reporter may be engaged or not, as the litigant desires. Then, again, a suit may be filed where the filing fee is \$10, which is the law if the amount involved is over \$500, and a judgment may be obtained by default without any trial. This plaintiff, therefore, pays as much as a litigant in the rore, pays as much as a linguist in the equity department, the trial of whose sult may consume several days or a week. In the law department, in jury trials, a trial fee of \$12 is charged, which may be evaded by a plaintiff who is poor by his making an affidavit that he is unable to pay the fees. This is commonly known the pauper's outh, and is not infre-

Difficult Undertaking.

minimum is a matter somewhat difficult of solution. Such a statute should be an equitable one, and withal susceptible of ready enforcement. One problem to be met with is that attorneys object to having to pay a small fee every time a paper is filed, or for every step taken in a case or account of the inconvenience.

"The hostile legislation is a bad thing of a local grain company, and will be in for Portland as well as for us, because it service here early next week to between Lewiston and Snake River point of the would disburse among the people of the Lower Columbia this Winter, nearly all of which comes to Portland ultimately. Steamer will be made Tuesday, Mr. K.

used up.
Dan J. Moore, who served as Clerk of
the State Circuit Court for three terms, makes the following suggestions:

Mr. Moore's Suggestions. rould recommend that a fee bill be passed by the Legislature, providing that a party to a suit or action pay for each force prior to July, 1894, should be reinrorce prior to July, 1884, should be reinstated, and by enacting a clause in the bill that the fees incurred by the plaintiff and defendant or defendants, as the case may be, be kept separate, and that the plaintiff upon filling his or her comdeposit with the clerk \$10 for his or her fees in the case, and if, at any time, such amount is used up, then the Clerk or officer have authority to demand a further deposit of, say, \$5, and so on, until the case is finally disposed of. The defendant or defendants, if they appear jointly and make one defense, should also compelled to pay a certain amount on unt, say \$5, with authority to the account, say &S. with authority to the Clerk or officer to demand a further de-posit of &S. If, at any time, the original deposit is used up. If the defendants ap-pear separately and make separate de-fenses, they should pay their fees sep-arately and make a separate deposit of &S. These fees and deposits should be turned over to the County Treasurer by the Clerk officer and a receipt taken therefor. upon the final determination of the case, there should be found any amount of the deposits advanced by either plain-tiff or defendant not earned by the Clerk or officer, he should give a certificate or draw a warrant on the Coupty Treasurer for such amount. Of course, this would require the Clerk or officer to be very

day for each day's trial by a jury is too much, and that a straight fee of \$12 for a jury trial is sufficient, and that it should not be attempted, as some people think, to charge the entire cost of the jury, as I think the county has a certain duty to erform and is interested in all cases in periors and is interested in an cases in seeing justice done to all litigants and should share its proportion of the costs of the jury. If a large fee is charged, as is case at the present time, no one but rich people, that is, those who can ed to pay \$12 a day, can afford to go litigation, and I certainly think that this is one reason why court business has been so light in the last few months. There should also be charged a 36 trial fee in all cases tried before the court, and a 33 trial fee in all cases that go to judg-sent by default, and the Clerk should

be authorized to collect such fee in advance. These fees would nearly all be paid, and the pauper act would not be taken advantage of, as is now done in a great many cases of jury trials. This system and the fees mentioned are the same that were in force prior to the passage of the act of 1894."

of the act of 1894.".

A bill providing (that is, if it would be constitutional) for the plaintiff or moving party, at the time of the filing of any action, including appeals from the Justice or County Courts, to designate whether he wishes a jury trial or not, and if he does, he must pay the trial fee at that time, and if he does not pay such the trial to the time he waiters the right of a trial by fee, then he waives the right of a trial by jury. If, at the time of fling his answer, the defendant or defendants find that the plaintiff walved his right of a trial by jury, he may at that time designate his wishes by paying the trial fee, and if the fee is not paid at that time, he also walves his right of a jury trial, and the case is thereafter tried by the court without the intervention of a fury.

Former Fee Statute. The former fee statute referred to was

"For issuing any writ, order or process except a subpena, 40 cents.
"For issuing a subpena for one person,
15 cents; and 5 cents for each additional

person named therein.

For filing each paper or pleading, except in cases of claims filed in a County Court against a county, 10 cents.

"For entering any judgment order or decree in any court, S cents.
"For each folio after the first in any judgment, order or decree, 10 cents. "For each folio in any journal entry, other than a judgment, order or decree,

administration of an oath, 19 cents. "For swearing a witness, 3 cents.
"For taking and approving an under-taking or bond in any case, 20 cents.
"For making and filing judgment roll.

"For making copies of journal entries for judgment roll, 16 cents per folio. "For docketing judgment or decree in judgment docket, 25 cents.

"For making copies of any record on file, for each folio, 10 cents. "For official certificate under seal of any court, 30 cents.
"For official certificate without seal, 20

"For issuing commission to take testi-"For taking depositions, for each follo.

any case, 25 cents. "For docketing cause in any action or proceeding, 25 cents. "For swearing jury on trial of any ac-

tion, etc., 25 cents. "For receiving, reading, filing and re-cording vertict in any suit, action or proceeding, 53 cents.
"For recording and re-"For recording any judgment, order, bill, etc., for each folio, 10 cents.

"For filing and making a certified copy of a declaration to become a citizen of the United States, 50 cents.

"For entering and attesting satisfaction of judgment, 10 cents. "For taking each justification to a bond

or undertaking, 15 cents.
"For making in the several indexes the entries required, for each entry, 5 cents.
"For receiving and filing every mandate from the Supreme Court and accompanying papers, % cents.
"For entering issuance of attachment

in register, 20 cents.

"For furnishing fee bill to any person. cents.
"For entering issuance of execution in execution docket, 10 cents,

"For entering returns of execution, and how disposed of, in execution docket, for each fello, 19 cents."

The California statute provides a rate of 20 cents per folio in some co 25 cents per folio in others.

#### NO MORE LOG RAFTS.

Robertson is Waiting to See Whether an Adverse Law Will Be Passed.

H. R. Robertson, of the Robertson Raft Company, is at the Portland, having arrived from San Francisco yesterday morning. His company is not building any log rafts now, as there are grave fears of adverse legislation in Congress this Winter.

"Senator Perkins, of California," he said last evening, "has a bill which pro-vides that it shall be unlawful to tow

case, on account of the inconvenience. Seattle, and as it takes several months to dillist trouble was formerly obviated to construct a log raft, it is not probable that we will send any rafts to Caliunder the old fee law by requiring the attorney to make a deposit of \$5 or \$10, and other deposits as the money was have to be floated before the storms of have to be floated before the storms of Winter set in, as there is, less danger

are a menace to vessels on the ocean.
On this subject he said:
"Should a bunch of logs get away from
the main raft, they speedily separate and
wash ashore. No log has ever been known
to collide with a vessel at sea; in fact a
log cannot be so managed as to strike
a vessel in such a way as to damage her.
The whole animus of this unfriendly legindition lies in the convention to our carindition lies in the convention to our carislation lies in the opposition to our carrying logs cheaper than they can be shipped on vessels. We have shipped over 60,000,000 feet of logs by rafts, and not a single serious accident has occurred during the process. I would like to see that much timber shipped in any other manner without somebody getting hurt. In fact it could

"Before we began rafting piles to San Francisco, they were worth 30 to 30 cents a running foot in that city, but we soon brought the price down to 11 cents. Shipowners were obliged to charge heavy freight on them, as the plies would form a deck load and they were always getting loose and ramming into things on deck. The cabins and other structures on the main decks were always in dan-ger of being smashed in when the piles were working loose from their lashings in a heavy sea. Old sea captains always dread a deck load of piles, as after the logs have been barked they become slip-pery from the sap that exudes, and there as been no contrivance ever invented to hold them in position. Still San Francisco shipowners seem to think we s

I consider the method of towing barges careful, but, if the fee registers were gotten up in proper shape and ruled properly. I think with care there would be no trouble in this regard. It should also be understood that the judgment roll should be paid for by the parties jointly in the first instance, and of course the prevailing party would be entitled to recover his proportion back.

"I think the present trial fee of \$12 per day for each day's trial by a jury is too. gerous to navigation. As an illustration of this the case of the pid steamer Laguna might be cited. Her machinery was taken out and she was loaded with lumber at Tillamook, some months ago, and a tug started to tow her to San Prancisco. The main hawser parted on the way and the Laguna has never been heard of since. If that that been one of our log rafts, it would have paid somebody to go in search of it, as it would have been worth something, but would have been worth concenting, but the old Laguna is not worth bothering with, and sie is now probably a dark-hilled derelict on the ocean, with no soul aboard and no light to warn the lookout on board the approaching vessions will be constructed opposits. New West-

this was attached a manile hawser of great thickness. The system of build-ing the rafts was patented.

For a Cold in the Head,

#### SPOKANE GATE IS OPEN

GREAT NORTHERN GETS INTO UNION PACIFIC COUNTRY.

and Union Pacific Gets to Puget Sound-How Traffic Will Be Affeeted by the change,

The Spokane gate will swing wide open today, when the O. R. & N. and the Great Northern will begin interchange of business to and from Scattle, as well as to and from Portland. This will give another transcontinental line and will also give it entrance to territhat cannot now be reached by any roads. It will give the Union Pacific system an outlet to Puget Sound without passing through Portland and being compelled to pay the Northern Pa-cific arbitrary, which arrangement has the effect of excluding the Union Pacific riget Sound business. Incidentally, ons the probability of the Northern getting down the Columbia on a from Puret Sound business. Pacific getting down the C. R. & N., trackage agreement with the O. R. & N., for the reciprocal trackage rights be-tween Portland and Puget Sound that the Northern Pacific offered as part of such arrangement will now have less value in the eyes of the Union Pacific. If the Union Pacific would not enter into a deal for trackage to Puget Sound over the Northern Pacific when the Northern Pacific when it had no other means of reaching that territory, it is deemed very unlikely that it will desire to make arrangements now that it can reach that country through Spokane. This will tend to shift the basis of netions for getting the Northern Pa-trains down the Columbia River from Wallula to Portland.

The Spokane gateway was one of the subjects for the consideration of which President Mohier and Traffic Manager Campbell, of the O. R. & N., last week went East. They met the officials of the Oregon Short Line and the Union Pacific main line in Oregon. nee Oregon Snort Line and the Union Pacific main line in Omaha, at a conference last Thursday and Friday. Thence Mr. Mohier went to New York and Mr. Campbell went to St. Paul, where he saw Traffic Manager Clarke, of the Great Northern, and completed the arrangement. Acting Freight Agent Miller, of the O. R. & N., gave out the information yesterday that the contract had been tion yesterday that the contract had been signed and would go into effect today. Sawmills on the Great Northern west

of Spokane have not been able to co pete herecofore with mills on the North-ern Pacific because the Great Northern has not had access to the great lumber markets of Utah, Colorado, Kansas and markets of Utah, Colorado, Kansas and Nebraska. The Northern Pacific reached that territory through its connection with the Burlington at Billings and through the Garrison-Sliver Bow gateway. But the great Northern could not get through Sliver Bow, apparently having nothing to offer the Oregon Short Line in exchange for the opening of that gate, and it could for the opening of that gate, and it could not reach Kansas and Nebraska through St. Paul at rates that would take the business. Therefore, mills in the Puget Sound country on the line of the Great Northern could not do business on an even footing with mills located on the Northern Pacific. They had to pay an arbitrary to Spokane and then the arbitrary to Spokane and then the through rate from there. The opening of the Spokane gateway will give them relief. Only the one through common rate will be charged, the railroads dividing it. The Great Northern, going through Spo-kane and Huntington, will duplicate the rates of the Northern Pacific into Colorado, Kansas and Nebraska. Those rates will be the same as from the Portland mills, in order to compete with the Northern Pacific, which already has the com mon rates in. But from Puget Sound to points in Utah and westward the rate will be higher in order to protect the Portland business. Just how much higher is not yet known here. Lumber and shingles eastward and merchandise west-ward will be the chief commodities af-fected by the new arrangement.

It is presumed that the open gate at Spokane will apply to passenger business the same as to freight, except that it will not be so convenient a route as that through Portland. It may answer for second-class business and settlers' excur-sions, but it is deemed improbable that much first-class through travel will go that way.

WILL INVADE O. R. & N. TERRITORY

Steamer on Snake Will Work Hand in Hand With Northern Pacific. The framing of a fee bill which will prove satisfactory to attorneys and litigants and also produce sufficient revenue so as to keep court expenses down to a minimum is a matter somewhat difficult.

Sald last evening, "has a bill which provides that it shall be unhawful to tow log rafts in American waters, so we will be on the anxious-seat until the 4th of next March.

"The hostile legislation is a bad thing of a local grain company, and will be put in service here early next week to nix Captain Thomas is now in Portland se-curing a crew. The first trip of the steamer will be made Tuesday. Mr. Ket-lenbach announces that a traffic arrangement has been made with the North Pacific Railroad, and a warehouse will be built near that company's track on the Smake River water front, where freight will be transferred. The grain warehoused at Asotin and Waha Landing above Lew-iston, has been exclusively handled by In towing."

Mr. Robertson does not think log rafts are a menace to vessels on the ocean.

On this subject has been exclusively handled by C. R. & N. boats in the past, but the Hannaford's first cargoes will be secured at those points. This is indirectly an invasion of O. R. & N. territory by the Northern Pacific, and it is stated that the Hannaford will even haul to Lewiston from the warehouses below Lewiston. It is estimated that the O. R. & N. has handled annually out of the Asotin and Waha country 200,000 bushels of wheat. Two hundred and fifty thousand bushels now await transportation, and in great part it is already contracted by Mr. Kettenbach. In speaking of his enterprise, Mr. Kettenbach seemed inclined to discuss it only as a local enterprise, but the move is interpreted as a big inroad in O. R. & N., territory by the Northern Pa-cific. When questioned, Mr. Kettenbach

"It is true I have leased the Hannaford, and the first trip will be made next week. Captain Thomas will soon arrive from Portland with his crew. As to the enter prise, I can say there seems to be ficient traffic above Lewiston to juthis venture, and I expect to give grain shippers facilities to reach the Puget Sound ports, thereby affording a competitive market to the section that is now reached by the O. R. & N. only."

The steamer Hannaford was built by the Northern Pacific two years ago for Clearwater traffic, but the enterprise proved unnecessary after the completion of the Clearwater short line, and the boat has been tied up near Lewiston for a year past under charge of Captain Thomas.

MAY BUILD TO VANCOUVER, B. C. Great Northern Branching Out

Across the Border. would have been worth something, but with the Great Northern Rallway and soul aboard and no light to warn the lookout on board the approaching vessel."

Mr. Robertson's rafts were cigar-shaped and were held together by heavy chains wound around the outer tier of piles. A huge chain ran htrough the center and to this was attached a manila hawser of great thickness. The system of building the rafts was patented. delta of the Fraser River in almost the same way that is now adopted by the New Vancouver & Lulu Island Hallway. The story was in circulation today and

me of the Great Northern to get into Victoria is to cross by train ferry from Liverpool, or the mouth of the Fraser, to Sidney, on Vanvouver Island. The ferry trip would be about 80 miles.

EPWORTH LEAGUE RATE.

From Sidney entrance to Victoria be obtained over a local road abo

Northern Lines Propose to Have the Same Privilege. CHICAGO, Nov. 30 .- After wrestling all day today with the proposition to grams a \$50 round-trip rate from Chicago to San Francisco to the Epworth League Con-Francisco to the Epworth League Convention, next Summer, the Transcontinental Association finally referred the matter to a committee, consisting of J. Francis, of the Burlington; J. Sebastian, of the Rock Island, and E. L. Lomax, of the Union Pacific. The committee will report tomorrow. While there is no doubt that the round-trip rate to Chicago will be made to all persons gains to See Francisco. be made to all persons going to San Franclsco and returning here by the same route, passenger officials are not able to agree as to the rates to be made for per-sons wishing to go to the Pacific Coast by one route and return via another. The roads which run to North Pacific Coast points are not members of the Transcontinental Passenger Association, but they were represented at today's meeting, and demanded the privilege of making a round-trip rate of \$50 between Chicago and Portland and Seattle, with the further privilege of quoting an arbitrary rate of \$13.50 by the Shasta route to San Francisco. It is likely that the demands of the Great Northern and Northern Pacific will be granted by the asso-

Central Pacific Stockholders Suit. SAN FRANCISCO, Nov. 30 .- The Chron-

Epworth League convention.

ciation, because they have intimated that they will make the rates mentioned if other roads make a rate of \$50 to San

Francisco and return on account of the

cle says: Morshead, a barrister and capt tailst of London, who has been con-spicuously identified with Central Pacific financial affairs for many years as a leader and organizer of one faction of the English shareholders, has come to San Francisco to prosecute the suit which he and other English shareholders of the Central Pacific brought against the Southcentral Pacific Corongary and some of the controlling spirits in the Kentucky corporation some months ago. The suit is pending in the United States Circuit Court in this city, and Morshead announces his intention to press it to a conclusion in spite of the fact that the recent Central Pacific readjustment had had the effect of minimizing the issues in the case and caused some of the English shareholders to lose interest in the

Raffrond Telephone System.

ST. PAUL, Nov. 30.—The Northern Pasit. PAUL, Nov. 30.—The Northern Pa-cific Railroad has decided to substitute the telephone for the present telegraph system of the road, and will build and equip long-distance and divisional tele-phone lines to take the place of the tele-graph wherever it is deemed practicable. The officials of the road believe that most of the telegraphing that is now done in connection with the business of the traffic department can be as well if not better, performed by telephone. The plan is to place each station on a division in direct communication with the division head-quarters, and the various division head-quarters are to be connected with the general offices by long-distance lines.

Railroad Conventions. ST. LOUIS, Nov. 30.—A hundred delegates were present today at the 33d annual convention of the Conducannual convention of the Conduc-tors' Insurance Association of the United States and Canada. Tomorrow morning the delegates to the 58th annual convention of the Railway Pensenger and Freight Conductors' Mutual Aid and Benefit Association, from Chicago, will join the delegates here, and all will leave for a trip through the South.

New Salt Lake Road.

LOS ANGELES, Cal., Nov. 20.—At a meeting of the officials of the Los Angeles & Salt Lake road today it was decided to award a contract for 8000 tons of steel rails at 135 a ton to the Colorado Fuel & Iron Company. It was also decided to change the name of the road to the San Pedro, Los Angeles & Salt Lake Rail way. Major J. W. F. Diss was appointed right-of-way agent for the company.

#### EAST SIDE AFFAIRS.

Talk of Improving Union Avenue Other Matters.

There is some agitation for the im rece is some agration for the improvement of Union avenue north from the present end of the improvement at Highland through to Woodlawn. This is not a new movement, but one that has come up now and then for the past five years, but has been defeated for the reason it was decided to extend Union avenue through to the north limits of the city and through the grounds of Lewis Love, but the cost of gelling through Love, but the cost of getting thr the Love property was too great, the Love property was too great, and the improvement was stopped at High-land. No improved street extends beyond Highland, but there is great need of one or more, and, as Union avenue is cen-tral, touching all the additions and actral, touching all the additions and accessible from all sides, it is the best street to be improved. There has been a considerable growth beyond Highland, at Piedmont, Woodlawn, Claverdale and the surroundings. surroundings. A large number of dwellings have been put up in that district this year so far, others are now being built, and hence the need of an improved street for that part of the city is very great. After leaving Highland there are trails and mud roads, good enough in the Summer, but very bad all through the Winter. The matter has not yet taken definite shape, but there is much talk, and it is thought there will be little iminary steps are taken in hand

Crippled Boy Remembered. evening of December 1, for the benefit of the school library. Dr. Kellogg will give a lecture, "Away Down in Dixte," with stereopticon views. It will be the first Eddy Jasmin, the little crippled boy who is attending the Williams-Avenue who is attending the Williams-Avenue school, was remembered by the other pupils of his room with three baskets well stored with good things Wednesday. The little fellow has been attending the Williams-Avenue School for nearly two years. He has been a helpless cripple since he was a baby. Both legs and one arm are paralyzed and absolutely uscless. He is brought to school every day by his brother in a little express wagon, and carried to the room. In the evening he is taken to his home. Although he cannot play nor take part in any of the school games he is very patient and time this lecture has been given, and it will no doubt be full of interest. Be-sides the lecture there will be other ex-Rev. G. W. Gue, of Centenary Church, lectured last night in the church at Clack-amas on the "Women of the Civil War." suffered a stroke of paralysis, is still con-fined to her home. Dr. Short, of Gresham, has been attending her. school games he is very patient and cheerful, and enjoys watching the others. In his room he is a constant lesson to the rest in patience under his great afflic-tion. He is very studious, and gets along very well in his studies. The pupils of Frank Melvin, of Stephens' Addition, who had been in Idaho for the past few weeks, has returned home. He was in the thick of the political campaign in very well in his studies. The pupils of the room give him every attention they possibly can, carrying him from place to place. Recently his father met with a mishap in sawing off the thumb and forefinger of his right hand, and the baskets contained enough for the entire family. They were simply an outward expression of the feelings of the pupils of his room toward him, and their de-sire that he deprived as he is of all that state. of greatness that falls and courage that blights. It is a matter of melancholy re-gret that his education was not in keep-ing with the heroic mold in which he was sire that he, deprived as he is of all chance of boyhood pleasure, should share with them the bounty of their own homes.

Will Banquet the Ministers. The ministers of Portland will be ban-queted by the members of the United Presbyterian Church, Rev. John H. Gib son, pastor, next Monday evening, in that church, on Grand avenue and Wasco streets. Before the banquet the ministers will gather at the church, where they will discuss some important topic, after which the banquet will be served. It promises to be an interesting event.

School Entertainment.



# SCRIBNER'S MAGAZINE FOR 1901

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RUSSIA OF TO-DAY, by HENRY

NORMAN, M.P. This notable and timely

series of articles, begun in October, will be

continued. Recent developments in the East

have given to Mr. Norman's articles so extraor-

dinary a value that they will be regarded as

one of the most important magazine under-

takings of the year. The articles are the result

of a journey and investigations made especially

on behalf of Scribner's, and Mr. Norman's

comments on present conditions in Russia and

her probable future are made in the light of the

latest events. The many illustrations from the

author's photographs and other sources are a

EVENTS IN CHINA AND THE

ING DAVIS will contribute several articles

and stories, the first, to appear during the winter,

being a travel sketch in a new field to him and

NEW YORK LIFE AND SCENES.

NEW STORIES OF THE AMA-

TEUR CRACKSMAN. A new series of

Cracksman stories, by E. W. Hornung, of baf-

able illustrations for "The Regular Army" and other pictorial plans of special importance,

noteworthy papers on art subjects by John La Farge, W. C. Brownell, and other distin-

guished writers, while the Field of Art will

continue to be the most important critical de-

partment of its kind, edited by Mr. Russell

Sturgis, and contributed to by leading author-

The studies of New York, which have proved

so attractive in the magazine, are to be resumed

one of the best of his vivid narratives.

Richard Harding Davis

noteworthy feature of the articles.

EAST will be covered in

articles by special corre-

THEODORE

ROOSEVELT will.

from time to time during

1901, contribute to Scrib-

ner's articles on public

RICHARD HARD-

at intervals during the year.

fling ingenuity in plot and

thrilling interest. The in-

comparable Raffles is rein-

troduced to his many reader

admirers in a wonderful

succession of adventures and

hair-breadth escapes. The

stories will be fully illustrated by F. C. Yohn.

ART FEATURES

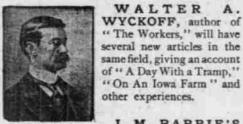
will include, besides the not-

spondents.

THE REGULAR ARMY, by GEN-ERAL FRANCIS V. GREENE. Few invented stories of adventure contain more deeds of personal heroism or more incidents of thrilling interest than the actual history of the career of the American Army during the hundred years of its existence. It is a story that has long needed telling, and a better narrator could hardly be found than General

Greene, one of the army's foremost representatives in military and civil life, and a writer of known brilliancy. The story will be covered in several articles and will be richly illustrated by F. C. Yohn, H. C. Christy, and others especially fitted for the work.

MRS. GILBERT'S STAGE REMI-NISCENCES. Mr. Daly, James Lewis and many other figures of yesterday appear in Mrs. Gilbert's entertaining pages, while of the older leaders of the stage there is a fund of anecdote. The articles are among the most vivacious and interesting of their kind, and will contain a wealth of illustrations.



of " A Day With a Tramp," "On An Iowa Farm" and other experiences.

J. M. BARRIE'S

portray this romantic and

fast - diminishing type of

American character. Mr.

Fox knows his subject by

experience and special ob-

servation, and illustrates

his articles from photo-

WALTER A.

several new articles in the

same field, giving an account

NEW STORY. The magazine will later in the year make an important announcement concerning a new story by J. M. Barrie.

KATE DOUGLAS WIGGIN, in "The Diary of a Goose-Girl," has written the most charming of her stories, and it will appear in Scribner's in three parts, with very attractive illustrations.

THE SOUTHERN MOUNTAIN-EER, by JOHN FOX, Several articles in the early part of 1901 will



on Grand and Hawthorne avenues, on the

East Side Notes.

Mrs. W. Bolton, of Terry, who recently

Dr. Wise, room 614, The Dekum.

Mr. Kruger's Mistakes.

Spokesman-Review. Mr. Kruger is a conspicuous example

tness that fails and courage that It is a matter of melancholy re-

Not necessarily a college education,

out that broader vision which comes from historic rending and keen study of con-

temporaneous events, such vision as Washington and Idnoin possessed, not-withstanding their lack of collegiate or even academic training. It may have been heroic and magnificent

graphs. SHORTER FICTION. ERNEST SETON-THOMPSON will contribute several of his charming animal stories, illustrated by himself; there will also be short stories by Edith Wharton, Octave Thanet, Frank R. Stockton, Henry James, Thomas Nelson Page, F.

Couch, and other wellknown writers.

A list of the illustrators for next year includes Walter Appleton Clark, F. C. Yohn, H. C. Christy, Maxfield Parrish, Henry McCarter, A. I. Keller, A. B. Frost, E. C. Peixotto, W. Glackens, Henry Hutt, and many others. There will be new and I. Stintson, Henry van original schemes of illustration in colors as Dyke, A. T. Quiller- well as in black and white, and colored

covers.

ities in art matters.



The prospectus for 1901, a twenty-four horse illustrated booblet printed in colors, will be sent free to any address on application.

SUBSCRIPTION PRICE \$100 A YEAR, POSTAGE PREPAID. as CENTS A NUMBER. CHARLES SCRIBNER'S SONS, 153-157 FIFTH AVENUE, NEW YORK

The Christmas Scribner's contains eight illustrated short stories by Ernest Seton-Thompson, Frank R. Stockton, T. B. Aldrich, Henry van Dyke, Octave Thanet, and others: an article on Puvis de Chavannes by John La Farge illustrated with six full pages in colors; an essay on George Eliot by W. C. Brownell. The Illustrators of this number are Ernest Seton-Thompson, H. C. Christy, A. I. Keller, Henry Hutt, Clifford Carleton, C. S. Chapman, Jules Guerin, and Jessie Willcox Smith. The cover, by Maxfield Parrish, is printed in nine colors, and the frontispiece is also in colors.

tertainment, to be given in Ross' Hall, day when England would be plunged into ing the past few days a large number of serious complications with a greater pow- deeds to property in the district have er. Mr. Kruger has hammered on cold been placed on record, and the great bulk

the bitter end, can only bring fresh ca-lamities upon his unhappy people. To this point, England has shown a disposition to be magnanimous and kind to her defeat-ing the vein will be commenced within the ed foes, and to heal the wounds of a cruel next few months. war. But Kruger's defiance will force the British authorities to resort to the mailed fist. Rebels will be treated as rebels, sples as sples, and hotheads as ir-respectively have been made, says the

Oregon Industries. Wilbur shipped over 3000 turkeys this There is talk of building another creamery at Warren.

A rich gold strike on Rogue River, near Mule Creek, is reported.

Work has suspended at the brick yard fering than does near Newberg for the Winter.

wictims greater suffering than does dyspepsia. If you -J. A. Ray, of Oak Creek, Columbia County, will soon have his shingle mill in indigestion in any

F. E. Dunn loaded a car of chittem bark at Eugene this week for shipment to Hamburg, Germany.

Work at the Blue Jacket mine was reumed last week. The shut-down was for the purpose of repairs.

Seventeen hogs were taken to Heppner Wednesday by W. P. McKinsy, of Eight-Mile, which weighed 4000 pounds. John Pringle, of the firm of Campbell

withstanding their lack of collegiate or even academic training.

It may have been herole and magnificent for Mr. Kruger to declare war on Great Britain and hurl his little country against a mightly empire, but it was not statesmanship, and it was not war. It was suicide. A leader of broader knowledge and keener vision would have temporized with Great Britain, and bided the coming of a

iron.

And one folly leads to another. His presence now in Europe, and his defiant declaration that the Boers will fight to tities sufficiently large to supply the needs

Brewbaker & Yerington have two min-

## DYSPEPSIA.

flict upon their have dyspepsia or form do not ruin your stomach with

will cure any form of indigestion and will restore the stomach to its normal condit

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