HILL AT THE HELM,

Growing Evidence That He Has the Northern Pacific.

TRIPLE ALLIANCE PROBABLE

New York Papers of Authority Think He Will Soon Have Control of Pacific Northwest Railroads —Interesting Comment.

Railroad and financial men in position to have an intelligent judgment of such matters are convinced that a readjustment of railroad interests is in progress that will profoundly affect the Pacific Northwest. They do not have any doubt that President James J. Hill, of the Great Northern, is the controlling force in Northern Pacific affairs. This, of itself, points to a considerable change in the policy of the Northern Pacific, though it is not supposed that the change will come suddenly. When the arrangement now being made shall be consummated it is said there will be a complete understanding as to the work of the Hill-Harriman lines in Oregon, Washington and Idaho. It is likely that there will be a division of territory, with certain reservations, that rates will be settled definitely, and that every line will be turned loose to get all the business it can within the general limitations, and to employ every legitimate agency for developing the resources and industries of its own particular sphere of influence. The aim is said to be to prevent fierce competition in freight that yields no profit to the transportation companies, but not to draw the lines so tight that healthy competition shall be stifled. Just how this is to be accomplished is not revealed.

The New York Commercial of December 21 printed this significant paragraph:

"A plan for the voluntary retirement of the preferred stock (of the Northern Pacific) is said to have been commenced, to take effect in January, after the voting trust certificates shall have been exchanged for shares, the equivalent to be 100 per cent in general lien 3 per cent bonds. In addition, it was declared that there are to be extensive changes in the management of the property, and these changes, it has been inferred, will disclose the large interests which have been acquired in the Northern Pacific by James J. Hill, of the Great Northern, and his friends."

It has even been intimated that the changes in view include Mr. Mellen's retirement from the presidency of the Northern Pacific and the election of President Mohler, of the O. R. & N., as his successor. This is presumed to have grown from the fact that Mr. Mellen does not practice Mr. Hill's methods and Mr. Mohler, who is everywhere regarded as a railroad manager of exceptional ability, received a good deal of his training under Mr. Hill, and Mr. Hill's faculty for intelligent development.

The Wall Street Journal of December 22 said:

"In five short years President Hill has grown from being regarded as one of many capable railroad men to the most commanding figure in the railroad world today. President Hill himself has not changed, but the people are beginning to understand better the secret of his success. His methods are not in the least mysterious. They represent merely the application of first principles to railroad practice. President Hill is always ready to share his facts, experience, views and ability with even competitors. Graduates from his school are making great reputations for themselves as professors of railroading elsewhere. The first thing a railroad in trouble does nowadays is to get a Hill man somewhere. And President Hill is always ahead because he learns faster than he can teach other people what he learns. Gross earnings fluctuate, but the effect of Hill methods endures in bad times as in good times. Today no name spells confidence more clearly in ears not readily open to idle talk than the name of Hill."

The extensive readjustment of Northern Pacific finances that is booked to take place early in the year gives color to the report of President Hill's control of that property. Upon this point, the New York Tribune of December 21 has the following:

"The extreme activity of the Northern Pacific issues in the stock market yesterday was accompanied by persistent reports of a coming readjustment of the company's securities. The common stock made a net advance of 2¾ per cent, closing at 51⅝, and the preferred closed at 89, a net gain of 1¾ per cent. The company has $80,000,000 common stock and $75,000,000 4 per cent preferred stock, all issued. The rumor which seemed to have the largest credence in Wall street yesterday in regard to the plan of readjustment was that the preferred stock was to be retired at 120 in general lien 3 per cent bonds, which were quoted at 71¾ at the close of yesterday's market. At the present price of the bonds, it is figured, the preferred stock would be worth about 83½; but the preferred can be retired only at par, and, moreover, it is said, it would be necessary to secure legal authorization for the issue of a large part of the bonds necessary for the operation.

"It was also reported that the prior lien 4 per cent bonds, of which $89,900,500 are outstanding, were to be retired, but this was denied. Another rumor tending to strengthen the stock was that the Northern Pacific would take over the Wisconsin Central, through control of which it would obtain an entrance into Chicago. The Wisconsin Central has a total length of 1626 miles, and has outstanding $15,628,800 common stock and $11,111,700 preferred. The system extends from Chicago to Ashland, Wis., and to St. Paul and Minneapolis."

ENDORSES LINE VIA THE TUALITIN.

Good Grade and Country of Rich Resources Along Route.

PORTLAND, Dec. 24.—(To the Editor.)—It is true, as the Hillsboro Independent states, that the line proposed from East Portland to Nehalem via Oswego and Tualitin Plains, is the ideal route, because, as that paper says, it passes through a fine agricultural country for 34 miles already settled, with vacant lands free of timber, all tributary to Portland. Above all these advantages, and that of timber and coal to carry from the Nehalem to Portland, that route possesses the sine qua non for successful railroading, namely, a water grade for 34 miles, and if a bridge below Oswego be added it would have 40 miles of a water grade, all of easy construction, with no tunnel. But when we made the survey in 1890 and 1891, we found that route had the disadvantage of being about 10 miles (or possibly less) greater length than the North Portland route with a tunnel. Against this, however, it has the following advantages, besides easier grades:

First—A cheap railroad extension of five miles from Oswego to the west side of Oregon City bridge, at which city is delivered and consumed now over 70,000 cords of wood yearly, on which its factories pay for stumpage alone 50 cents per cord; while in addition the pulp wood carried there for the two paper mills from the Nehalem would keep these mills running for 40 years. Within five years 60,000 tons of coal, if it can be delivered there from Nehalem for factories, etc., at $3 per ton, will displace the cordwood; with the advantage of being able to secure sawlogs by rail from Nehalem as cheap as to Portland; then new saw mills will certainly be erected at Oregon City, prospectively with sash and door factories and woodenware industries.

Second—To the Oswego iron and steel works (now idle) could then be carried the iron ore of Nehalem in unlimited quantities of high grade, as per reports of Major Jones, late United States Engineer, at Portland; in addition, Oswego, with Sucker Lake behind it for saw logs and a water front of 100 feet fall, and for other manufacturing enterprises, with the Willamette River in front and two separate railways thereto constructed, could also be made the most economical place, with cheap coal, for other manufactures than iron and lumber.

Third—Direct railway connection with the O. R. & N. line recently extended to Southeastern Portland; Nehalem freight and coal could there and at Albina be more economically transferred than at the terminal grounds, where charges are greatest.

Finally, by the Nehalem railroad getting to the river either near Elk Rock, Springville or Linnton, river steamers could temporarily handle lumber, and steam tugs and barges handle coal, and river steamers merchandise to and from the city till the line should reach Portland, north, south or east sides, just as we did at Elk Rock in 1886 and 1887, during the time of the long litigation which prevented us entering the Jefferson-street depot for some two years, and sawlogs in any event can be as cheaply delivered to the Portland saw mills at Elk Rock, Oswego, Springville or Linnton as at the terminal grounds.

If, therefore, the new president, Mr. Hayes, of the Southern Pacific, should favor the Nehalem railway, after it reaches a point below Oswego, with the same facilities and terms as those the Northern Pacific did offer at Cornelius Gap, I should in that case advise constructing the Nehalem railway on the water grade via Oswego. Otherwise, perhaps the better course may be to select the north route, with half a mile of tunnel, either to Springville or to North Portland. Although mort costly, this has some eight to nine miles shorter distance.

WILLIAM REID.

RIO GRANDE WESTERN REPORT.

Large Increase in Earnings and Profits of the Road.

Noteworthy progress in various directions is brought out in the Rio Grande Western's annual report for the fiscal year 1900. The gross earnings, the largest in the history of the road, exceeded those of 1899 by $1,157,000, or 34½ per cent, the mileage operated having increased only 6 per cent. This financial exhibit grew naturally, out of an extraordinary increase in the volume of business done, the ton mileage of 1900 standing at 287,000,000, as against less than 196,000,000 in 1899, the increase being 47 per cent. On the passenger side the increase in mileage from 37,000,000 to 48,000,000 was 30½ per cent. The report shows at length the development of the system in mileage and in tributary industries. The income accounts of the last two years make the following comparative showing:

	1900.	1899.
Gross earnings	$4,510,600	$3,352,988
Operating expenses	2,716,009	2,084,526
Net earnings	$1,794,594	$1,268,462
Other income	23,294	.....
Total net income	$1,817,888	$1,268,462
Rentals, taxes, etc	172,275	170,786
Balance for interest	$1,645,613	$1,097,677
Interest	683,069	610,833
Net divisible income	$ 962,544	$ 486,844
Preferred dividends	348,561	334,810
Surplus	$ 613,983	$ 152,034

The company operated last year the average extent of 630 miles of road, as against 584 miles in 1899. On these bases the outlays included in the operating expenses for maintenance of way and structures amounted to about $830 per mile in 1899 and $1123 per mile in 1900. The full amount of authorized preferred stock, $7,500,000, has now been issued. No issue of common stock has been made under the authority given by the stockholders last Spring for an increase of the total from $30,000,000 to $35,000,000.

Lakeview and the Railroad.

V. L. Snelling, of the firm of A. C. Rothe & Co, Lakeview, is in the city. Mr. Snelling was Register of the Lakeview land office during the last administration of President Cleveland. He states that times are exceedingly good at Lakeview. Referring to the projected railroad from Termo, Cal., coming up from Reno, Nev., Mr. Snelling says the business men of Lakeview do not favor a railroad, believing that it will injure intstead of help the place. But the railroad is going there anyhow, whether they want it or not, according to all accounts. The Columbia Southern also expects to build to Lakeview, and the town will have an abundance of railroads after awhile. The business of Lakeview principally goes to San Francisco. With railroad connection Portland would probably get a large share of it.

Change on Southern Pacific.

Beginning January 1 a change of time will go into effect on the Southern Pacific by which the evening train from California will arrive at 7:20 instead of 6:30. It now leaves San Francisco at 7 A. M., too early for the convenience of most people, and the result is that the other train gets a disproportionate share of the business. The change is made for the purpose of equalizing the business between the two daily through trains. After the change the train will stop for breakfast at Glendale's well-known eating-house instead of at Roseburg.

The new time-table will include the Wendling branch, just taken over by the operating department.

Passenger Service Increased.

CHICAGO, Dec. 26.—Beginning tomorrow the Santa Fe will have three passenger trains in the Chicago-California service. The "California Limited," which has been run three times a week between Chicago and Los Angeles and San Francisco, will be operated daily, and the "overland," which has been run daily between this city and San Francisco, will be split, one section running between here and Los Angeles, and the other between here and San Francisco. The "Limited" will depart from Chicago at 2 P. M., arriving at Los Angeles at 8:30 A. M., Coast time, on the third day out, and at San Francisco 9½ hours later.

FOR UNPAID ASSESSMENT

COLUMBIA SOUTHERN SUES D. C. O'REILLY.

Complaint Asserts He Owes $14,840 on Assessment Recently Levied —Garnishment Proceedings.

The legal fight between the Columbia Southern Railway Company and Drake C. O'Reilly still continues, with new features being constantly added to it. The latest is a suit by the company filed in the State Circuit Court against Mr. O'Reilly to recover $14,840 unpaid assessment on 424 shares of stock. The Sheriff, by instructions, garnisheed 1147 shares of stock of the company of the face value of $100 per share by serving notice on May Enright, the secretary of the company, and the secretary made a return that the books show such ownership.

A garnishment was also served upon the Ainsworth National Bank; another on Richard J. N. O'Reilly, of the Illinois Central Railway Company, and one on Henry H. O'Reilly, in the office of the passenger department of the O. R. & N. Co., to cover debts or moneys supposed to be due by them to the defendant. The latter have not yet made returns to the Sheriff.

Complaint sets up that the capital stock of the Columbia Southern Railway Company consists of 2000 shares, of the par value of $100 each, and that 1000 of the shares are wholly unpaid. It is alleged that Drake C. O'Reilly, for a period of more than two years past, has been the owner of 424 of these unpaid shares, for which certificates have been issued to him, and he has voted the stock at stockholders' meetings.

On December 10, 1900, at a regular meeting of the Board of Directors of the company, it is asserted that an assessment of 25 per cent was levied on all of the unpaid stock and a call made for the payment of the same in cash. The defendant was notified of the assessment on December 15, and the amount due from him is $14,840, which he has not paid, and for which judgment is demanded.

Court Notes.

C. S. Ferris petitioned to be appointed guardian of his wife, Margaret Allen Ferris, who is incompetent, and has property valued at $10,000.

F. E. Dell has instituted suit against Matilda C. Carbaugh and Frank Motter to have the court determine to whom he shall pay two notes aggregating $800.

W. Goldschmidt yesterday sued the Southwest Portland Real Estate Company et al. to recover $1100 on account of a judgment held by Sophia Levison on a mortgage foreclosure suit.

Charles M. Watts has sued Emma Watts for a divorce, charging her with being addicted to the use of morphine and with having deserted him at San Diego. They were married in Iowa in 1891.

R. B. Perry has commenced suit in the State Circuit Court against Pauline Gray to quiet title to the south ½ of the southeast ¼ of block 6, King's first addition, at Main and Nartilla streets. Perry avers that he is the owner of the property, and that defendant claims it without any right.

In answer to the contest of the will of John W. Holman, deceased, by the widow, Louzetta Holman, the executors of the will, Warren J. and Charles Holman, and the heirs and devisees deny that any undue influence was exercised over the testator or that he was of unsound mind. The will was executed in the presence of H. H. Northup and Lydia B. Northup.

Remembered the Sick.

At the close of the banquet given the boys and girls living on scows on the East Side, given by the Third Presbyterian Church, in the Harrington building, Union avenue, it was found that a large quantity of the provisions had been left. These were made up in baskets and sent down to several families on the river in which there was sickness, and whose children could not come. There is some diphtheria, and, of course, children could not come. These were remembered with a large basket of provisions, so that none were overlooked who were deserving.

HOW ADVERTISING PAYS.

A Man in Sonoma, California, Gets Big Returns From The Oregonian.

The following letter, which reached this office yesterday from Sonoma, Cal., will prove to the people of Oregon, what the Portland business men already know, that as an advertising medium The Oregonian is one of the most valuable papers in the Northwest. It will be noted from Mr. Wainwright's letter, published herewith, that the wide circulation of The Oregonian insures direct returns to advertisers from not only all parts of the Pacific Northwest, but from states of the Middle West as far East as Kansas. In the extent of the wide territory which The Oregonian so fully covers it is ranked today by general advertisers of the East as one of the six most valuable advertising mediums of the United States.

SONOMA, Cal., Dec. 23.

Publishers, Oregonian, Gentlemen: Many thanks for your kindness in again publishing the "ad" as corrected. The last "ad" has brought me a deluge of inquiries, from Idaho, Washington, Oregon, and the last from far-away Kansas, and, though my correspondent spells cistern thus, "Sisturne," he has good judgment enough to read The Sunday Oregonian in that blizzard state, and has the wherewith to buy a place in this neck o' the woods.

Thanking you sincerely for your courtesy, and trusting I may soon send you more "ads," I am, respectfully,

CHAS. L. WAINWRIGHT.

CHRISTMAS AMENITIES.

Pleasing Episode Between Employes and Employed at Troy Laundry.

A pleasing instance of the feeling of good-will pervading the Christmas atmosphere came to the notice of an Oregonian reporter yesterday in the exchange of Yuletide presents between the management and employes of the Troy Laundry Company. Early last Monday afternoon a committee of the employes gathered in the office and presented President Tait a handsome quartered-oak office chair. At that time President Tait requested all of the 90 employes to call at the office before leaving that night.

When work for the day was over, President Tait welcomed all those that gathered in a graceful speech, expressing his gratification at the the kindly spirit existing between the management and its employes, and praising them for their faithful work and the way in which they had guarded the company's interests. The company had thereby prospered and wished in turn to see its employes prosper. He then presented each worker a $5 gold piece as a Christmas remembrance, also giving the whole force a full day's holiday on Christmas, which was in itself a substantial concession at such a busy time of the year.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

NOISY, BUT VERY HAPPY.

Christmas Tree Exercises at Third-Street Mission.

The Christmas tree entertainment at the Third-street mission last evening was largely attended, and the little ones who belong to the Sunday school gave evidence of careful training in rendering their little pieces. Besides three pretty Christmas trees, all bespangled and lighted up in regulation Christmas style, there was a pile of useful presents distributed among the children, and none went away neglected. There was a real Santa Claus, who came in amid the jingling of sleigh-bells and surprised the wee ones in the audience, who realized that Santa Claus was not wholly a myth, after all.

The entertainment was interrupted in its more interesting parts by a tipsy hobo, who had climbed in at a rear window and began fighting with the janitor, who sought to eject him. He made his way to the stage and threatened to lick Rev. J. E. Snyder, who endeavored to induce him to be still and take a seat. The bobo insisted on speaking and it was only after he begun his recitation that the audience realized he was part of the programme. His recitation brought home to the assembly the wreck of a once promising life, all on account of grog, and Mr. Snyder explained that such an innovation was necessary in the North End, to enable people to realize what was going on in that section, even in these joyous Christmas times. W. C. Henry personated the tramp, and he did it well.

Several of the selections were not in strict accordance with the anniversary and its sacred memories, but Mr. Snyder explained that considerable rein had to be given pupils in mission localities, so no one was particularly shocked when two little tots executed a cake-walk, accompanied by a darky song; nor by the bright little boy who sang of his sweetheart down on the Wabash. Applause was of the noisy order, consisting of shrill whistles and stamping, but this, too, was expected by the more sedate in the assembly. A Christmas tree entertainment was being given in the North End, and so strict propriety was not expected.

At the close of the exercises, little Eddie Jasman was presented with a $50 invalid chair. Eddie is 12 years old and has lost the use of his legs and left arm through paralysis. His parents are poor and live in Albina.

Among the presents were two pairs of stout shoes to two colored boys who had walked in 10 miles to be present at the tree. They had previously been members of Mr. Snyder's boy brigade.

The gifts were numerous and fully as expensive as if the Christmas tree were in the midst of a prosperous residence portion of the city, and although the donors kept pretty well in the background, they are known to be members of the First Presbyterian church, who started the Mission and Men's Resort nearly two years ago and have maintained it at an expense of $250 a month ever since. The results so apparent in the reclamation of the previously neglected little ones could not help being satisfactory to the generous donors, whose sole object has been to teach morality where the surroundings are so unfavorable.

PERSONAL MENTION.

G. N. Crosper, a merchant of Wasco, is at the Perkins.

J. B. Wiest, a logger of Stella, Wash., is at the St. Charles.

J. Connor, a hotel man of Salem, is registered at the Perkins.

Mrs. W. E. Rollins is ill at her home, 195 Fourteenth street.

Oscar Hayter, an attorney of Dallas, is registered at the Perkins.

S. M. Miller, a Salem merchant, is at the St. Charles, with his wife.

Judge James McCann, of McMinnville, is registered at the St. Charles.

John Fox, Collector of Customs at Astoria, is registered at the Imperial.

W. F. Matlock, ex-Senator from Umatilla County, is registered at the Perkins.

C. L. Ireland, a newspaper man of Moro, Sherman County, is registered at the Imperial.

S. A. Kozer, of the Secretary of State's office, is registered at the Imperial from Salem.

Robert Burt, Chief of Police of Valley City, N. D., is registered at the St. Charles.

E. O. McCoy, a cattleman of Wasco County, registered at the Perkins last evening.

Dr. James Withycombe, of the State Agricultural College, is registered at the Imperial.

H. R. Robertson, of Seattle, president of the Robertson Raft Company, is at the Portland.

L. R. Stinson, grand keeper of records and seal of the K. of P., is registered at the Perkins.

A. B. Weatherford, merchant, of Lafayette, is at the St. Charles, accompanied by his wife.

C. L. Gilbert, School Superintendent of Wasco County, is registered at the Imperial, from Hood River.

W. W. Stiewer, Joint Senator of Sherman, Wasco, Wheeler and Morrow Counties, is at the Imperial.

"Pat" Emerson, formerly in the restaurant business at Salem for many years, and now in the hotel business in Nelson, B. C., is in the city, looking up old friends, and will extend his trip to Salem. He has not visited this section for several years, but all his old friends recognize him at first glance, as he is looking as young, and is in as good condition and as jolly as he always was.

NEW YORK, Dec. 26.—Northwestern people registered at New York hotels today as follows:

From Portland—S. M. Mears, at the Fifth Avenue.

From Spokane—J. F. McNaught, at the Grand; J. B. Dugan, at the Broadway Central.

From Seattle—W. A. F. McEwan, at the Imperial; F. W. Spear, at the Grand.

WASHINGTON, Dec. 26.—Captain O. C. Applegate, Indian Agent at Fort Klamath, is in Washington on business before the Indian Office.

WASHINGTON, Dec. 26.—Senator McBride left Washington on Saturday last, announcing New York as his destination. A friend, however, reports the Senator is returning to Oregon to remain until the close of the Senatorial election. This seems to be confirmed by the announcement of the Senator himself that he will not return to Washington until January 15, or later.

WILL ADD TWO STORIES.

Ladd Building at Third and Washington to Be Enlarged.

The two-story brick building occupying the quarter block at the northwest corner of Third and Washington streets is to be made a four-story structure in the Spring. The edifice belongs to the Ladd estate, and when erected a few years ago was made strong enough to support additional stories, should these be deemed necessary. A spacious light court occupies the center, after the manner of tall structures, and the foundation was built unusually broad and strong. The building is now occupied by the Feldenheimer jewelry store, on its first floor, and the offices of the Southern Pacific Company on the second. The officials are at present somewhat cramped for room, and the additional space will be welcomed by many of them.

Tall buildings in the vicinity of Third and Washington streets have become so numerous that a two-story edifice looks squatty, even though built in substantial modern style, and a four-story building on the corner in question will be more in keeping with the lofty structures near by. The plans for the two additional stories are now being prepared by the architect.

MUNICIPAL OWNERSHIP.

Scheme to Give Chicago Control of Its Street Railways.

CHICAGO, Dec. 26.—Municipal control and regulation of street railways with popular safeguards in the nature of a permissive referendum and an open system of financiering and provisions for ultimate municipal ownership are the main features of the bill to be presented to the next Legislature by the Street Railway Commission of Chicago. The measure has been completed and passed upon by lawyers and is now ready to go before the members of the City Council for approval and the General Assembly for passage. The main points are:

Regulation of street railways in the interest of the public by City Councils.

Modified frontage law.

Repeal of the existing street railway act.

Street railway grants to be submitted to vote of the people if the City Council so orders or 10 per cent of voters ask for such method. Future grants to street railway companies may contain a provision for municipal ownership without compensation at the expiration of the grant.

City may purchase street railways at expiration of grant, the cost of acquisition to be defrayed by street railway certificates of indebtedness, but no bonds are to be issued against the credit of the city.

Creation of a street railway fund.

Uniform manner of bookkeeping for all traction companies, the books to be open to inspection by the State Auditor at all times.

No bonds to be issued by any street railway company except upon permission of a state board, appointed to pass upon the matter.

Detailed statement of the financial condition of every street railway to be presented to the State Auditor yearly and made public.

The street railway bill is to be followed by the subway bill, to be drawn in accordance with a resolution adopted by the Council on February 5, 1900. Both bills are expected to reach the Legislature in January.

Scribner's for January

A RICH NUMBER

SCRIBNER'S MAGAZINE begins the new year and the new century with a particularly characteristic and individual number, unusually rich in text and in illustrations.

RUSSIA OF TODAY

Mr. Henry Norman's third article in his series of "RUSSIA OF TODAY" describes the Caucasus, and the illustrations reveal the extraordinary scenic beauties of that country. Many readers will say that this is the best of Mr. Norman's notable articles thus far published. The author has certainly done no better writing than his description of the scenes and people of this romantic region.

MODERN ATHENS

Another article, and one quite different from the ordinary descriptive paper, has for its subject "MODERN ATHENS." It is by George Horton, for some years Consul at Athens, and an authority on modern Greece, its people and languages. It shows in every line long familiarity with the scenes described and an affectionate interest in the subject. The many rich illustrations, by C. K. Linson, are the result of a visit to Athens made specially for the work.

HENRY JAMES

A third article, also descriptive, but quite different in character, is that by Mr. Henry James on "WINCHELSEA, RYE AND 'DENIS DUVAL,'" which tells of the quaint old double town of which Mr. James is now a resident, and which forms the scene of Thackeray's unfinished novel. It is illustrated by E. C. Peixotto.

THE AMATEUR CRACKSMAN

Of the stories in the number, "No Sinecure," by E. W. Hornung, is especially noteworthy as the first of the NEW CRACKSMAN STORIES, of which announcement has already been made. It reintroduces the incomparable Raffles, with his friend and partner in intrigue, the faithful Bunny, in a wonderful succession of hair-breadth escapes. The illustrations are by F. C. Yohn.

THE ARMIES IN CHINA

Mr. Thomas F. Millard, whose brilliant articles in Scribner's on the Boer War will be remembered by magazine readers, has been in China for some time acting as a correspondent to Scribner's. The January number contains an article of marked interest and distinction, comparing the armies in China and reviewing military conditions there. It is illustrated from photographs taken by the author.

STORIES AND POEMS

There is a remarkable story of adventure on the China coast, called "THE PLAGUE SHIP," written by Stephen Bonsal. There is also a story by Mary Tappan Wright, and poems by Robert Bridges, Grace Ellery Channing, and Marguerite Merington.

RODIN, THE FRENCH SCULPTOR

Special note should be made of Mr. W. C. Brownell's critical article on the French sculptor RODIN, an art contribution of unusual distinction, which is illustrated by reproductions of a number of Rodin's most significant works.

ADVERTISING DISFIGUREMENT

An interesting article by Arthur Reed Kimball considers the subject of the disfigurement of nature in its various manifestations as observed in several countries, and tells of the efforts that have been made to check it.

FOR SALE EVERYWHERE. PRICE 25 CENTS

IMPORTANT TO MUSIC TEACHERS, MUSIC BUYERS AND MUSIC DEALERS

For a few days we will offer any of our music, either vocal or instrumental, all prints, everything we have in stock, for 15c per copy; by mail 16c. We have publications the regular price of which is as high as $2.50, but all music, no matter what it cost and by whom published, we will sell for 15c per copy straight.

All books on hand we will sell off at greatly reduced prices, much less than cost. We are now selling out the balance of our stock preparatory to our removal to San Francisco. An opportunity like this will probably never present itself again in Portland, to get the advantages of such a large stock from which to make a selection and at such low prices.

In the way of musical instruments, we are offering the remnant of our stock for whatever we can get for them. We have a great many band instruments on hand, drums, 'cellos, double basses, high grade guitars, violins and mandolins, strings, harmonicas, etc.

Among our pianos and organs we have a great many used instruments, those that have come back from renters or from delinquents and these pianos and organs we will sell for about half their real value and on easy monthly payments if so desired. Among the pianos we offer for sale are the Chickering Bros., the only piano made by a Chickering, and for which we are the sole agents. We have a large supply of new Mason & Hamlin organs which we are selling at a low price, and we offer the "Apollo," the new device for playing any piano and any piece of music. Anyone can play it. The regular price is $250.00. We will sell it for much less.

Again we call attention to the fact that our small goods and sheet music departments are for sale to some buyer at an extremely low figure. We do not require all cash; good security will do. Our mail orders alone, which are numerous and which come to us from every direction throughout the Northwest, are a big consideration, but our stock including our goods will, fixtures, etc., can be obtained for a very moderate sum if someone will walk in and buy it. We cannot tarry long and if we cannot sell to some buyer who will take the entire stock, we must box up our goods and take them to San Francisco.

THE WILEY B. ALLEN CO., 209-211 FIRST STREET, PORTLAND, OREGON