# NO MONEY IN DELAY

## ACTION NECESSARY TO REAP CANAL BENEFITS.

### Gravity Route Should Not Be Left for Time to Develop, but Exploited at Once.

OREGON CITY, Dec. 20.—(To the Editor.)—The engineers have made the estimates, the board has approved the plans, and the department has authorized the commencement of work on the great Dalles-Celilo canal, provided the right of way comes to the Government free of cost. And now "it is up to" somebody to see the condition is met.

Portland and the transportation question is an old topic and one to which I can hope to add but little after the many able editorials in The Oregonian during all the years the city has been plundered of her trade by railroad understandings and agreements, and it is only to emphasize a few points as they appeal to one on the outside that I attempt to write.

**A City Without a Railroad.**

Lately we have heard a report to the effect that Harriman is seeking an outlet to Puget Sound via the Union Pacific, Oregon Short Line and O. R. & N. to Spokane, and thence by the Bellingham Bay & British Columbia, to the end that he may compete with Hill for the trade of the Orient. This may be only a rumor, but it shows, as did the Government transportation fight of a year ago, that Portland is a city with no transcontinental line back of it, notwithstanding the fact that it is reached by more such lines than any other Pacific Coast port. Harriman has pulled for San Francisco, and Hill for Seattle, and yet both are in Portland for what they can get out of it; or we may say Portland is a city with three railroads leading out, but not one leading in.

**Portland Must Help Herself.**

Since, then, the transcontinental lines pass Portland now as they have for years past, without a smile, a nod or a tip of the hat, it is idle for the city to sit idly and wait. Portland cannot go into the transcontinental business direct, but she has at her command the absolute control of the trade of the Inland Empire, and the key to that command is the building of the Dalles-Celilo canal. It is in no part the object of this article to criticise the so-called lack of public spirit on the part of the citizens of Portland. In the wisdom, energy and liberality displayed in opening the lower river Portland has shown more genuine public spirit than any other city west of Chicago. The rush and glamor which has seemed to throw a halo of enterprise about Seattle and Tacoma is due, as The Oregonian has pointed out, entirely to the two great transcontinental lines dumping passengers there by the thousands, and the growth is to be attributed no more to the efforts of the citizens themselves than is the coming and going of the Puget Sound fogs. Two facts, however, should not be lost sight of. First, that not one bushel of grain will ever do Portland any good which is allowed to start on its way over the Cascade Mountains, be the lower channel ever so deep and the bar ever so smooth. Second, that no permanent and abiding prosperity can come to Portland which has not as its foundation the control of the trade of the Inland Empire.

**A Pointer From History.**

No fact in commercial history is better attested than that the building of the Erie Canal gave New York a start over Boston, Philadelphia, Baltimore, and its other Atlantic rivals, and fixed it for all time the financial and commercial metropolis of the New World. Reasoning conversely, but not one whit less logically or truthfully, we may say that the removable but unremoved obstructions to navigation in the Columbia River, by making it possible for the railroads arbitrarily to fix rates, have built Seattle and Tacoma as well.

**Water Routes Fix Rates.**

There is a quite generally prevailing opinion to the effect that the railroads with their heavy engines and other modern equipment have the freight and that water transportation cuts but little figure. While it is true that railroads paralleling watercourses carry the bulk of the freight, it is true and only true because they meet the water rate, and the fact remains that the water cost fixes the rate though not one pound of freight may pass that way.

**Railroads as Feeders**

Others may contend that the railroads with their excellent system of feeders draw in the produce and distribute goods in a way that makes water transportation an insignificant competitor. This seems true, to a degree, yet, with the completion of the canal, we would see the building of more such lines as the Columbia Southern on the south, and the Goldendale Road on the north, as well as electric lines, such as the Oregon Railway & Water Power Company is building into Clackamas County. We already hear talk of Spokane building a line to connect that city with free water at or near Lewiston, a line which would not only put Portland and Spokane in the closest touch, but would tap the very heart of the Palouse country, and bring to the Columbia thousands of bushels of grain now going to Puget Sound.

Several years ago, and possibly it is true today, the rates on the west side branch of the Southern Pacific were so exorbitant that merchants as far out as Forest Grove found it to their advantage to employ teams, even through the mud of Winter, to haul their goods the 26 miles from Portland. A similar condition with an open river would divert many tons of produce now going to the Sound.

**Gravity.**

A year ago it was my privilege to ride on a freight train bound from Lewiston up the Potlatch and notorious Bear Creek Canyon for Spokane and the Sound. The train was in two sections. That on which I rode consisted of seven loaded cars and one empty, and was pulled by two engines. As we tugged and snorted along I thought of the words of that sage old millionaire, Collis P. Huntington: "In the end, no force can compete with gravity."

Some time ago a short article of mine met the disapproval of Major Sears, and lest this should meet a similar reception by him or those who hold opinions with him, I would say that I agree with them in the importance of the down-hill haul. We may even go further and say that in the ultimate, with a 40-foot channel at the bar, it will be as impossible to divert the commerce setting seaward down the Columbia over the Cascades as it would be to divert the water of the river itself through the Stampede Tunnel. Even though all the roads merge, and the leak may for a time be concealed in the accounts of the great system, there will still be the competition of routes, and gravity will win. Still, instead of regarding the downhill haul simply as a crop that will mature, it seems to me it should be regarded as a rich mine which will pay to work.

**Time Is Valuable.**

The present is an important period in the development of the Northwest. Today are being sown the seeds of infant industries which will one day become great manufacturing plants. Some concerns, the articles of manufacture being of such a nature that power or freight makes but little difference, seem to owe their location purely to chance. Here is an instance. In Rochester, N. Y., there are hundreds, probably thousands of people engaged in the making of lenses, cameras, plates and films, so that in all the world there is probably not such another center for the manufacture of photographic goods. Just why the seed which resulted in this great industry took root and grew in the City of Rochester no one can tell. Neither can any one fortell the magnitude to which some of the industries now being started on the Pacific Coast will in a few short years attain.

**Portland's Interest State's Interest**

Just now New York, alarmed by the diversion of trade to Southern ports, is considering the spending of millions to enlarge the Erie Canal. In this work the state is to do its part. In view of this I was surprised to read a letter in a Portland paper in which the writer asked what advantage it would be were Portland a city of 250,000 in ten years. Surely the advantage is apparent, for with such a population at his very doors the Oregon farmer would have a home market of more immediate consequence to him than the trade of the Orient, over which there is so much contention these days, but if Portland is a city of 250,000 in ten years, we will have the increased home market and the trade of the Orient as well.

**The O. R. & N.**

As it is in no part the object of the writer to criticise the public spirit of Portland, so is it in no part his desire to criticise the policy of the Oregon Railway & Navigation Company, the one agent which has done so much for the upbuilding of Portland's trade. The directors of that company are shrewd and able men, and if in their judgment it were better to share peaceably with the Northern Pacific a part of the territory really tributary to their system it is to be supposed they were acting in the best interest of their stockholders. It must be remembered that in the essential matter of coal the Oregon Railway & Navigation Company has been sadly handicapped. Happily the news from Heppner seems to indicate that this is past. Still it is a matter of regret that the company cannot take as aggressive a stand for Portland in the transcontinental and Oriental trade as the Hill roads do for the Sound. It was good news Mr. Harriman gave out the other day when he said the Columbia Southern would be extended and the Portland-Asiatic fleet be increased to attend to all freight originating in this territory. Some would have been more pleased, however, had he said he was going to claim his company's rights by building into the Clearwater and the Big Bend, and the freight line down the Snake from Huntington to Lewiston, whereby he could pursue an aggressive policy to wrest from the Northern lines the transcontinental business. Some day he will say that and that will be when The Dalles canal is built.

**The Portage Road.**

What the portage road will do is problematical. It might produce a slight reduction in rates, but at best it would probably be little more than "throwing tufts of grass," which in the fable failed to bring the rude boy from the old man's apple tree. If the farmers of the Inland Empire, who have already (indirectly) spent several millions to tunnel the Cascades, desire to build the portage they may do so, but for Portland nothing should suffice but the canal. The question is how to meet the condition on which its early building depends, with four possible solutions:

First—By the Legislature at the special session appropriating the money direct.

Second—By the Legislature taking such action as would be necessary to make the present portage road appropriation available to purchase the right of way for the canal.

Third—By public subscription.

Fourth—By attempting to induce the department to withdraw the condition, and pay for the right of way from the appropriation.

Of these the first or second should if possible be pressed through at the special session of the Legislature. Either would be a speedy and decisive answer which would have its weight in the future hurrying on of the work. Not only this, but such a disposition on the part of the State and people of Oregon toward meeting the Government half way in this great matter would have great weight in gaining favorable action for the Lewis and Clark Fair. Concerning the second, which seems a giving up of the portage road, I would say that a year has elapsed since the road was authorized, and so far little or nothing has been done to carry out the provision of the act. A board would be necessary to procure the right of way for the canal, and if it seemed advisable after procuring that to proceed with the portage there would still be money enough to carry on the work till the next meeting of the Legislature. If both these fail, the third should be pressed with all vigor. The fourth, which is really begging the question, is not to be thought of, for it would, according to The Oregonian, throw the whole subject back into discussion, and delay the work for years. To consider it would be a colossal mistake.

**What the Canal Would Do**

No one supposes for a minute that the canal would result simply in bringing a lot of wheat barges to Portland. With its building, the balance of railroad agreement would be forever destroyed, and either the Oregon Railway & Navigation Company would build into the Clearwater and the Big Bend, or the Northern Pacific would build down the north bank, probably both. In addition a few years would likely see the building of the Huntington-Lewiston line by the former, and the Lo Lo Pass cut-off by the latter.

**When.**

The engineers estimate the cost of the canal as $4,125,000 and the time to complete it as five years. There is no reason to suppose that the dilatory tactics which characterized the building of the locks at the Cascades will prevail in the present work. The conditions now are vastly different from what they were at the time of the inception of that work. Then the Northwest was unknown to "the powers that be" in the East, and the entire product of the Inland Empire was less than that of any one of several counties of that region today. That the fact that the Columbia, in volume of water and in extent and productiveness of territory drained, is second only to the Mississippi is realized as evident by the liberality and energy displayed in dredging and improving the bar. The same able engineers will have the building of the canal, and the time will more likely be less than five years than to exceed it. However, supposing it will be five years, may we not look for changes in the railroad situation long before its completion?

The railroads will have to be ready to meet the water competition at that time. Mention has already been made of the proposed line from Spokane to Lewiston. With the right of way secured, and such action taken as will enable the engineers to make continuing contracts, it is probable that great changes in the railroad situation would be brought about long before the completion of the canal.

In other words would not the Northern Pacific seeing that the time is not far off when it must bring its cars by a cheaper and easier route to the sea, seek at once to gain trackage rights over the O. R. & N., or at once build down the north bank, and thus save lifting its cars over the Cascades for several needless years?

Some months since The Oregonian told of a similar crisis in the history of Portland. As at that time Portland, the village, by building the Canyon road, surpassed Milwaukie, Oregon City and other rivals, and fixed itself the chief city of the Willamette; let Portland, the city, today take such action as will insure the building of the Dalles canal and fix itself for all time the chief port and city of the Northwest. H. A. RANDS.


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# AT THE THEATERS

"A Midnight Bell."

| | |
|---|---|
| Deacon Lemuel Tidd | William Dills |
| Rev. John Bradbury | William Bernard |
| Napier Keene | George Alison |
| Squire Olcott | Bennett Southard |
| Ned Olcott | Charles E. Inslee |
| Stephen Larabee | Charles Clary |
| Martin Tripp | Howard Russell |
| Dr. Wing | Harry Cashman |
| Ezekiel Slover | Thomas Delaney |
| Nora Fairford | Norma Hyatt |
| Lizzie Webber | Mina Crolius Gleason |
| Widow Grey | Gertrude Rivers |
| Nellie Bowen | Effiena Blair |
| Annie Grey | Ethel Hepburn |
| Hanna | Roy Bernard |
| Maggie Crossman | Dot Bernard |
| Dot | Oza Waldrop |

"Hello, Bill."

| | |
|---|---|
| Mr. William Fuller | John D. Murphy |
| Gen. Wm. Fuller | Arthur L. Cogliser |
| Christopher Cutting | Frank M. Kelly |
| Ned Hemingway | Philip Sheffield |
| Dr. Hastings | Echlin P. Gayer |
| Zack Phelps | Henry Adams |
| Mary | Alice Moffett |
| Harriet Sterling | Pauline Hickler |
| Dorothy Dare | Kathleen Clifford |
| Matilda | Alfa Perry Byers |
| Isabella Dare | Kathryn Vincent |

"She's sweet."

That was the universal verdict yesterday by Baker Theater audiences concerning Oza Waldorp, the new ingenue, appearing in Charles H. Hoyt's famous character play, "A Midnight Bell." Manager George L. Baker is to be congratulated on the newest acquisition to his popular company, for Miss Waldorf fulfilled all the nice things said about her in advance. She is young, remarkably pretty, has a flute-like voice, and resembles a sunbeam suddenly introduced on a darkened stage. Her chief charm, however, is her delightful naturalness and caressing ways. She caressed her lines as if she loved them from the bottom of her heart, and her animated action and quick, merry laugh rang out like the jingle of sleighbells on a frosty night. She will make a bound in lasting popularity. Watch Miss Waldorp throughout the season.

There were immense audiences present at both performances yesterday afternoon and evening, and they applauded without stint "A Midnight Bell," which is so much of a success that it will prove a record-breaker. It is just the sort of healthful, clean, good-humored play for Christmas week. But the attraction as presented yesterday was too long, and although people willingly forgot their dinners in bringing themselves once more under Charles H. Hoyt's magic spell, it would be beneficial if the play were "cut" just a little.

No play has been more elaborately staged at Baker's than this one, and one wonders how Stage Manager Carlyle Moore can find room with the limited space at his disposal for the wealth of furniture, properties and scenery. The great scenes are the schoolhouse and the slide, and the choir rehearsal at the church. In each case a house is built on the stage, and better stage effects are not seen very often in attractions presented by repertoire companies. In the toboggan scene, boys and girls dash down the steep incline on real sleds, and the schoolroom scene is extremely amusing. William Dills has the most prominent part among the men, and his make-up and conception of Deacon Lemuel Tidd, the Pooh-Bah of the village, is magnificent character work. Howard Russell is a typical American schoolboy, and he is screamingly funny, especially in his song, "When Pap was a Little Boy Like Me." Harry Cashman sings "I'm a Jonah Man," and Dot Bernard sings "Baby Days." All three singers make great hits, and were encored. William Bernard and George Alison have quiet parts. Mina Crolius Gleason, as an old maid, never did better work in comedy, and her dresses and dog are alone worth the price of admission. Pathos and laughter are skillfully mixed in "A Midnight Bell."

Ludicrous mix-ups following a series of lies manufactured by a man who said he was a real live General, but wasn't; sparkling dialogue; attractive dressing; pretty girls, and three good songs make up the comedy success "Hello Bill," twice presented yesterday to large audiences at Cordray's Theater. The comedy pleased its hearers and they laughed their limit. It is one of the best and most refined comedies presented at Cordray's for a long time. Philip Sheffield showed that he is a pleasing baritone singer in his balled "Two Little, True Little, Blue Little Eyes," and he played his own accompaniment on the piano very neatly. Kathleen Clifford, the pretty ingenue, shines in her vocal contribution "Up in a Cocoanut Tree," and she sings it with refinement and finish. The same song made a hit earlier in the season at Cordray's when it was sung by Leila Shaw. E. P. Gayer contributes the third song, "All That Sort of Rot, You Know," but he only has a mediocre voice. He is a better actor than singer.

"The Liars" would be a more appropriate title for the comedy than "Hello Bill," for John Daly Murphy, in playing the part of William Fuller, deals in fabrications of the Ananias brand, and keeps it up. He is about to marry a widow, Mrs. Isabella Dare, and on the night preceding his marriage to her he visits a gambling den. The latter place is raided by the police, Fuller is arrested with a number of others, and when released on bail, he schemes to hide the gambling episode from his future wife. He reads in a newspaper about that time that General William Fuller, of Massachusetts, has been appointed to command volunteer cavalry in Cuba, and he successfully impersonates the General. The bogus Fuller marries Mrs. Dare, and tells her he is leaving to fight for his country, but instead he sneaks to New Jersey, where he lies in hiding until the war is over. He gets a glorious welcome home, when the real Fuller comes in sight, and there is a royal mix-up which is not straightened out until the last act. The company is a well-balanced one, and "Hello Bill" will be at Cordray's for this week.

## COMING ATTRACTIONS.

**"The Bonnie Brier Bush" Tomorrow.**

Ian MacLaren, who is Rev. Dr. Watson in reality, contemplates another lecture tour in this country. His story, "The Bonnie Brier Bush," which is one of the successful plays of the day, has made him well known everywhere in the United States. He was here about seven years ago, when he preached and lectured in most of the large cities of this country. He has the distinction of being one of the few ministers from England who can always draw large audiences in America.

"The Bonnie Brier Bush," with the favorite actors, J. H. Stoddart and Reuben Fax, in the stellar roles, supported by Kirke La Shelle's competent company and superb scenic production, comes to the Marquam Grand for five nights, commencing tomorrow, with matinees on Christmas and Saturday. Seats are now selling.

**Good-Bye, Grief, Forever More.**

Its good-bye grief for evermore at the Arcade Theater these days. The few people who have never invested 10 cents to see the prodigal display of amusement at this popular theater should do so this week, and the thousands who have been there before need no advice to go again. They know that its the best vaudeville show in the entire Northwest. Five performance every day—all afternoon and all evening.

**Hoyt's Best Play.**

For a New Year's week attraction, starting Sunday night next, the Empire Theater will have Hoyt's "A Trip to Chinatown," with Jack Campbell, the comedian, as Welland Strong. The company is a strong Eastern organization under the management of Saylor and Miller.

**New Leading Woman at Baker's.**

Esther Lyon, the new leading woman, will open with the Baker Theater Company next Sunday afternoon in an expensive and elaborate production of Sheridan's great costume comedy "School for Scandal," and the event is of more than usual interest to all the Baker's regular patrons.

**Stanford Glee Clubs Coming.**

The Stanford Glee and Mandolin Clubs with their music, mirth and songs, will be the attraction at the Maquam Grand Theater Monday night, December 28.

## "UNCLE JOE" IS A PLAIN MAN.

### No "Style" for Speaker Cannon—The "David Harum" of Political World.

Review of Reviews.

Speaker Cannon is what Mr. Bryan would call a man of the plain people. He doesn't like fuss and pretension. On the floor of the House he used to roll up his sleeves in the heat of debate and pound his desk with his fist. His gesticulations are famous for their vigor, though not for their Delsartean gracefulness. He is a small, wiry, spare man, with a sharp, shrewd face. He wears his old clothes most of the time—the waistcoat unbuttoned full length—and a little old slouch hat. Twice he was seen with a high hat—once when his duty as committeeman required him to ride to the Capitol with McKinley when the latter took the oath as President, and again at McKinley's funeral. The day he was made Speaker he appeared in a fine frock coat, with a boutonniere in his lapel, and men said "Uncle Joe" was putting on airs in his new dignity. But next day he was in his den, the Speaker's room, his feet upon the table, his hand-me-down suit hanging loosely upon his body, the vest open to the waist, the cigar ashes scattered over his person, and all about him the leaders of the Republican party and scores of members in the most familiar and democratic conference—"a-havin' o' our little visits and a gentle shakin' o' 'em into their committee assignments."

A "character," the "David Harum" of the political world, he is. But he is a wholesome, a strong character. He understands human nature, and he understands the American people. He knows the United States as a chessplayer knows his board and his pieces. He is sagacious, honorable, faithful. He loves his country, his party and his fellow-men. He may not be ornamental, but he is useful. He is not polished, but he is to be trusted. He will make a good Speaker, because he will keep his party together and secure results.

"Oh, John, John, my little boy is playing with your mowing machine!" "He won't hurt it, ma'am. Don't you worry!"—Brooklyn Life.

**DAILY METEOROLOGICAL REPORT.**

PORTLAND, Or., Dec. 20.—Maximum temperature, 50 deg.; minimum temperature, 45 deg.; river reading, 11 A. M., 7.2 feet; change in 24 hours, rise, 0.7 foot; total precipitation, 5 P. M. to 5 P. M., 0.40 inch; total precipitation since September 1, 1903, 16.86 inches; normal precipitation since September 1, 1903, 16.54 inches; excess, 0.32 inch; total sunshine December 19, 1903, none; possible sunshine December 19, 1903, 8 hours 36 minutes; barometer, reduced to sea level, at 5 P. M., 30.21.

PACIFIC COAST WEATHER.

| STATIONS. | Max. temp. | Precipitation past 12 hours. | Wind. Velocity. | Wind. Direction. | State of weather. |
|---|---|---|---|---|---|
| Baker City | 38 | 0.01 | 12 | SW | Cloudy |
| Bismarck | 40 | 0.00 | 20 | NW | Clear |
| Boise | 48 | T | * | N | Cloudy |
| Eureka | 54 | 0.00 | * | NW | Pt. cloudy |
| Helena | 42 | 0.02 | 16 | W | Pt. cloudy |
| Kamloops, B. C. | 40 | 0.00 | 0 | ...... | Cloudy |
| Pocatello | 40 | 0.02 | 16 | SW | Pt. cloudy |
| Portland | 50 | 0.07 | 10 | SW | Cloudy |
| Red Bluff | 50 | 0.06 | * | NW | Cloudy |
| Roseburg | 52 | 0.02 | * | S | Cloudy |
| Sacramento | 56 | 0.00 | 12 | NW | Pt. cloud |
| Salt Lake City | 40 | 0.02 | * | SE | Cloudy |
| San Francisco | 52 | 0.00 | * | N | Clear |
| Spokane | 44 | 0.00 | 20 | SW | Cloudy |
| Seattle | 48 | 0.01 | 16 | SE | Cloudy |
| Tatoosh Island | 48 | 0.14 | 8 | SW | Cloudy |
| Walla Walla | 52 | 0.00 | 6 | SW | Cloudy |

*Light. T, trace.

WEATHER CONDITIONS.

Rainy weather has continued during the last 24 hours in the North Pacific States. The weather is generally cloudy and threatening in the states west of the Rocky Mountains this evening.

The storm yesterday over British Columbia moved northward, thence eastward to the British Possessions, north of Montana. It caused high winds along the Oregon-Washington coast, and in the interior districts of Eastern Oregon, Eastern Washington and Northern Idaho.

The indications are for cloudy and occasionally threatening weather in this district Monday, with occasional light rain west of the Cascades. It will be cooler in Eastern Oregon, Eastern Washington and Idaho.

WEATHER FORECASTS.

Forecasts made at Portland at 8 P. M. for 28 hours ending midnight, December 21:

Portland and vicinity—Cloudy to partly cloudy and occasionally threatening, with probably light rain at intervals; south to west winds.

Western Oregon and Western Washington—Cloudy and occasionally threatening, with light rain; south to west winds.

Eastern Oregon, Eastern Washington and Idaho—Cloudy to partly cloudy and occasionally threatening; cooler.

A. B. WOLLABER, Acting District Forecaster.

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FIRST BAPTIST CHURCH.
Seats $3.00, $2.00, $1.50; general admission $1.00.
MALEK appeared at the Studebaker Theater, Chicago, December 6 before an immense audience and received an ovation.

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Five nights, beginning Tuesday, Dec. 22, 1903,
Matinees Christmas and Saturday,
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"THE BONNIE BRIER BUSH."
Evening prices—Lower floor, except last 3 rows, $1.50; last 3 rows $1. Balcony, first 3 rows, $1; second 3 rows, 75c; last 6 rows, 50c. Gallery, 25c and 35c. Boxes and loges, $10.
Special Christmas and Saturday Matinee Prices—Lower floor, $1; balcony, 75c and 50c; gallery, 25c and 35c.

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HOYT'S,
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Evening, 50, 35, 25, 15c; matinees, 25, 15, 10c.

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FIVE SHOWS DAILY—2:30, 3:30, 7:30, 8:30 and 9:30.
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AUCTION SALE TODAY.

At 209 10th st., at 10 A. M., by S. L. N. Gilman, auctioneer.

At residence, 225 Broadway, near Larabee st., take L car. Sale at 10 A. M. Geo. Baker & Co., auctioneers.

Three sales today at Ford's auction-house, 182 First st.—10 o'clock, morning; 2 o'clock and 7:30 o'clock, afternoon. H. Ford, auctioneer.

MEETING NOTICES.

WILLAMETTE LODGE, NO. 2, A. F. & A. M.—Stated communication this (Monday) evening, at 7:30 o'clock. Election of officers, payment of dues and installation of officers. THOMAS GRAY, Secretary.

HAWTHORNE LODGE, NO. 111, A. F. & A. M.—Stated communication this (Monday) evening. Election of officers and payment of dues. All members requested to be present. Visiting brethren welcome. By order W. M. F. GLAFKE, JR., Secretary.

IVANHOE LODGE, NO. 16, K. OF P.—Meets every Monday evening in K. of P. hall, eighth floor, Marquam building. There will be third rank work on the night of December 21. All members are requested to be present. Visitors are welcome.
ALLISON A. HALL, C. C.

COLUMBIA REBEKAH LODGE, NO. 3, I. O. O. F.—Members are requested to meet at I. O. O. F. Hall, corner First and Alder sts., tomorrow afternoon at 1 o'clock, to attend the funeral of our late sister, Eliza Wilcox. All Rebekahs and other members of the order are invited to attend.
HATTIE FERTIG, N. G.
IDA ELLIS, Secretary.

FUNERAL NOTICES.

OVAITT—In this city, December 19, Miles Ovaitt, aged 73 years 3 months and 21 days. Funeral services at his late residence, 227 Porter st., at 2 o'clock Monday. Services at grave private.

EDWARD HOLMAN CO., Undertakers and embalmers, have moved to their new building, Third and Salmon. Lady assistant. Telephone No. 507.

J. P. FINLEY & SON, Funeral Directors, cor. 3d and Madison. Office of County Coroner. Lady assistant. Telephone No. 9.

DUNNING & CAMPION, Undertakers, 7th and Pine. Lady assistant. Phone Main 430.

CLARKE BROS., FINE FLOWERS, Floral designs, 289 Morrison.

F. S. DUNNING, Undertaker 414 East Alder. Lady assistant. Telephone East 52.

NEW TODAY.

The Oldest Trust Company in Oregon.
PORTLAND TRUST COMPANY OF OREGON.
NO. 109 THIRD STREET.
(Incorporated April 22, 1887.)

We conduct a general banking business. We receive savings deposits. We issue time certificates for 6 months at 3 per cent per annum; for 12 months at 4 per cent per annum. We issue certificates of deposit payable upon 10 days' call, 30 days' call or 90 days' call, with interest at 3¼, 3½ and 4 per cent per annum, respectively.

Give us an opportunity of explaining further to you about these certificates, or send for our book of

ILLUSTRATIONS.

BENJAMIN I. COHEN ............President
H. L. PITTOCK ............Vice-President
B. LEE PAGET ............Secretary
J. O. GOLTRA ............Assistant Secretary

SPECIAL—
$8500—12¼ acres Patton boulevard, near St. Johns car line; very cheap and suitable for platting.
$2850—For 4 acres of above.
$15,000—212x194 on N. P. tracks, Terminal block; fine for warehouse.
$4500—110x100, Glisan, near 21st, suitable for flats or houses.
$2400—50x80, cor. 24th and Marshall; cheapest corner out there.
A. D. MARSHALL, Sole Agent, 82½ Third street.

DIAMOND RINGS, $8 UP; EARRINGS, $15 up; old gold taken in trade or made over; jewelry made to order and repaired. Tingry, the Jeweler, N. E. cor. 3d and Washington, over N. P. Exp. Office, upstairs.

BUSINESS CHANCE STOCK OF BOOTS AND shoes for sale in good town; fine location; clean stock; $3000 to $4000. Address Krauss & Prince, Portland, 87 1st.

MORTGAGE LOANS
ON improved city and farm property.
R. LIVINGSTONE, 224 Stark st.

MORTGAGE LOANS
On improved city and farm property. Building loans. Installment loans. WM. MACMASTER, 311 Worcester block.

A Snap
$900 will buy a beautiful lot on East 13th, near East Ash; only this week.
J. L. WELLS CO., 94 Grand ave.

FOR SALE—REAL ESTATE.

BY OWNER, CORNER LOT 50X100, FINE 6-room cottage; bath, etc.; South Portland; must be sold at once. Address 289 7th st.

CHOICE IMPROVED PROPERTY ON 13TH st., three blocks from Washington, for $4250, bringing $48 rent. X 2, care Oregonian.

NEW 5-ROOM HOUSE AND LOT, PRICE $1200; one-third down, balance installments. Apply 871 East 11th st., North.

CALIFORNIA FARMS, IRRIGATED ALFALFA, fruit and vine lands. Write C. M. Wooster Co., San Francisco, Cal.

DWELLING, $2000; WEST SIDE; EASY terms. Also several fine building lots cheap. Apply 453 12th.

FOR SALE—REAL ESTATE.

HALF BLOCK ON EAST ALDER ST., BEtween 1st and 2d; very desirable for warehouse purposes; situated between both R. R. tracks. This is an administrator's sale, and can be bought now $2000 cheaper than it could have been sold for last May. For particulars call up or address L. J. Shell, 315 West Park st.

WE OWN LOTS ALL OVER THE CITY. We sell them at all prices, from $150 to $2000. We will build on them for you. You can pay us in installments. This is your chance to get a home. Portland Trust Company of Oregon, 109 3d st.

BEAUTIFUL NEW 6-ROOM COLONIAL style house, cor. Stanton-Commercial sts., near Williams ave.; grand view of river, tinted rooms, strictly modern; one of the prettiest homes in Upper Albina for the money; bargain, easy terms. Phone Union 1375.

TAKE MT. SCOTT CAR TO TREMONT Place today. Beautiful lots, 40x120 feet, with 20-foot alley, for $80 each; $5 down and $5 month. Graded streets and water mains laid. Agent on ground. Pacific Land Co., 167½ 1st st.

NEW 8-ROOM HOUSE, BATH, ETC.; FULL cement basement, east front, location unsurpassed, lot 37½x120, near car line. Call on F. M. Varner, 31st and Belmont.

FOR SALE—80 ACRES, PARTLY IMproved, Lane County, Oregon; fruit and farm land; springs; good farm house, well furnished; price, $775. Boothroyd & Co., 1201½ Pacific ave., Tacoma, Wash.

TAKE MT. SCOTT CAR TO STEWART'S Park today. Lots 50x100 feet for $100; $3 down and $3 month. Only few left. Agent on ground. Pacific Land Co., 167½ 1st.

FOR SALE—CORNER LOT, 48x100, WITH 6-room house; $2300, part cash, balance on time, 6 per cent. 94 E. 16th-Flanders st. See owner, 575 7th st., West Side.

LOTS ON WOODSTOCK CAR LINE, 50x100 feet, for $150 cash or installments; school, church, postoffice, water works. Portland Trust Company of Oregon, 109 3d st.

HALF MILLION DOLLARS' WORTH OF fine business blocks for sale in heart of Portland. All snaps, and on easy terms. Room 418, Dekum building.

$1200, HALF PRICE—100 ACRES, 40 UNder plow; 9 miles out, near electric cars. O. R. Additon, Lents, Or. Mt. Scott car, 5c.

25 ACRES AT BEAVERTON, PARTLY IMproved, two acres onion land, part trade. Box 73, Beaverton.

SMALL THREE-ROOM COTTAGE FOR sale cheap—Apply, 898 E. 8th st., North.

FOR SALE OR TRADE—HOUSE OF 7 rooms, with lot. J 10, Oregonian.

FOR SALE—FARMS.

BOUND TO SUIT SOMEBODY—$2600 FOR A fine place of 12 acres at Beaverton, all in cultivation; good house and barn; orchard; well fenced. $2250 for 73 acres near Vancouver, 30 acres in cultivation, 10 acres drained beaverdam; fine old orchard; buildings not good. $8500 for 240 acres near Hillsboro, over 100 acres in cultivation; very good, large house and barn; orchard; running water; cuts 150 tons of hay; a big bargain. Charleson & Staub, 245½ Morrison st.

FOR SALE—10 ACRES OF LAND, 8 MILES from Portland, 1 mile from Tigardville; good black soil, plenty of water, 3 good buildings, on the main road, 1 acre orchard, all fenced, 8 acres clear; price $1600. Inquire at once, 301 21st. N., Portland, Or.

IMPROVED FARMS FOR SALE IN ALL parts of Oregon and Washington; payments made to suit purchasers. For particulars apply to WM. MACMASTER, 311 Worcester block.

SEE US FOR BEST BARGAINS IN FARM lands. Have snap in alfalfa ranch, near railroad; must be sold this month. McArthur & Mahoney, 409-410 Macleay bldg.

$10 A MONTH BUYS A 10-ACRE FARM. $200 profit per annum per acre. Write for booklet. It's free. 611 J st. Wright & Kembrough, Sacramento, Cal.

10-ACRE FRUIT FARM, 22D AND FREmont sts.; price $5000. For terms see owner, A. F. Sloper, 15th and Fremont sts.

$1500—20 ACRES ADJOINING BEAVERton, rich soil; two acres in cultivation. Box 73, Beaverton, Or.

A GOOD 440-ACRE STOCK FARM FOR SALE by owner. Z. H. Davis, Corvallis, Or.

2 FINE PRUNE FARMS IN 10 MILES OF Portland, cheap. Room 418, Dekum.

FOR RENT—FARMS.

FOR RENT OR FOR SALE—TWO FARMS, 45 acres each; just outside of the city limits on the county road; both farms under full cultivation; fine orchards, fully equipped; plenty of water; reasonable terms to responsible person. Address D 10, Oregonian.

FEW ACRES NEAR MONTAVILLA CAR; house, barn; room for cow, chickens; fruit. 284½ Morrison st., room 2.

TO EXCHANGE.

FOR SALE OR EXCHANGE—HOUSE OF 20 rooms, 15 furnished complete for housekeeping in flats of 5 rooms each; also house of 6 rooms, furnished for housekeeping, only four blocks from Hotel Portland; rent reasonable, with lease; net income, $80 per month; will trade for residence or farm. B 7, Oregonian.

FOR SALE OR TRADE—555-ACRE RANCH, Yamhill County, free from incumbrance; about half cultivation, 60 acres bottom; will exchange for city income property and pay some cash difference. Vanduyn & Walton, 270 Washington st.

AGENTS—LADIES OR GENTLEMEN; EXperience unnecessary; good sellers; big commission; home or traveling positions. Call or write 169 11th st.

FOR EXCHANGE—TIMBER LAND AND rental property, either or both, for business. What have you got? Address Box 9, Hubbard, Or.

UNINCUMBERED 40 ACRES IN CENTRAL California and cash for Oregon city or country property. R 8, Oregonian.

TO EXCHANGE—50 ACRES OF LAND, valued at $1250, for stock. Address H. P. 400 E. Morrison.

TIMBER LANDS FOR SALE.

I HAVE FOR IMMEDIATE LOCATION 8 yellow pine timber claims, cruise 3,000,000 each; 20 yellow fir timber claims, cruise 4,000,000 each; 4 good relinquishments; 15 good farm homesteads; all extra fine locations; also 5000 acres that can be scripped. Wm. Hawks, 306 Commercial block.

FOREST RESERVE SCRIP IN TRACTS from 40 acres upwards; also recertified soldiers' additional Porterfield-Valentino land warrants and other kinds of land scrip. Maginnis & Son, 227 Falling bldg.

FOREST RESERVE SCRIP FOR SALE IN large or small blocks, ready for immediate delivery. L. W. Whiting, 408 Abington bldg.

FOREST RESERVE SCRIP FOR SALE IN any size tracts, ready for immediate use. W. G. Howell, 538 Chamber of Commerce.

HAVE TWO GOOD TIMBER CLAIMS. 515 Marquam bldg., 2 to 4 P. M.

FARMS FOR SALE OR RENT.

FARM FOR SALE OR RENT; 970 ACRES, 7½ miles from Oregon City; fine location for dairying or stockraising; rent cheap. For further information address J. J. Kuntz, Beaver Creek, Clackamas Co., Or.

FOR SALE.

Horses, Vehicles and Harness.

IF YOU HAVE ANY HORSES FOR SALE bring them to us; we will sell them; we are selling horses every day. Stable, Second and Main sts., Popp & Dick. Phone Clay 946.

FOR SALE—SOUND YOUNG TEAM, 2800 pounds, with new harness and wagon. Inquire C. D. Rager, Portsmouth.

Shetland pony, buggy and harness; large stock harness and wagons. 211 Washington.

Pianos.

A STANDARD MAKE UPRIGHT PIANO, late style, almost new, at one-half its value; must sell; would make a good Christmas present. 500 East Couch st.

FINE piano at great sacrifice; answer at once; cash or $50 down. E 81, Oregonian.

MUST SELL—HIGH-GRADE PIANO, USED one month. D 11, care Oregonian.

FINE PIANO FOR SALE CHEAP. Inquire 342½ 1st st., room 28.

HIGH-GRADE PIANO FOR SALE CHEAP. Telephone East 457.

Miscellaneous.

GOOD, FRESH COW AND CALF FOR SALE, $50. Call or address John Gately, Sylvan, Or. Canyon road.

TWO SECOND-HAND SAFES FOR SALE; one small, one large. T 88, Oregonian.