### CERTAIN TO WIN THE AIR-SHIP RACE

SANTOS-DUMONT EXPRESSES GREAT CONFIDENCE IN ABILITY OF NO. 7 TO CAPTURE ST. LOUIS PRIZE

New York Herald.

N the apartments of a pleasant mannered young man on the ninth floor of the Waldorf-Astoria there hangs susded from the chandelier a big inflated red bag, to which are attached several skeleton like appendages by means of almost invisible wires.

The young man is M. Santos-Dumont, and the contrivance suspended from the chandeller is a model of his airship No. 7, with which he is confident of winning the prize of \$100,000 offered by the managers of the St. Louis Exposition to the aeronaut no can wing his way the speedlest across he Exposition grounds. While beguing the time in reading his

favorite French poets or being entertained by his friends in this city, M. Santos-Du-mont is awaiting the arrival of an official of the Exposition, from whom he is anxious to learn the particulars of the

anxious to learn the particulars of the airship race.

He points out the fact that it will cost him in the neighborhood of \$30,000 to bring his dirigible balloon to this country to compete for the prize, so before commit-ting himself to expend this sum he nat-urally wishes to learn whether the terms and conditions warrant him in engaging to the enterprise. in the enterprise.

"No, I haven't yet taken a flight in my No. 7," said M. Santos-Dumont, "but I'm very well able to judge of its capabilities. The airship is still stored in my airship house, at Passy. It is no small matter to inflate a gas cuvelope 50 metres long and seven metres in diameter; but I'll prob-shly take a couple of trial flights across

Paris in February.

"Danger? No. I've never been afraid of that. I haven't worried myself much con-cerning the peril from fire. The fire from my engine isn't likely to attack the balloon. The only danger lies in the fact that the balloon may burst. In order to drive the airship through the air at a speed of 20 or 30 miles an hour the gas envelope st be as hard and solid as wood. The shrinkage or the escape of gas is a serious matter, but I think the arrangements made in my No. 7 will provide against "What first led to your interesting your-self in air navigation?" he was asked.

Five Years' Experience.

"Love of mechanics," was the quick re-ponse. "That induced me to take it up. I've now had five years of experience at it, my first attempts, quite naturally, being confined to ballooning."

To the question whether he considered of

It probable that some unknown aeronautic enius might enter the lists at St. Louis nd wrest the laurels from him, M. San-

I certainly hope there will be many skillful navigators there. I hope so. But I haven't heard of anybody as yet. Have you? Do you know whether Professor Langley will compete?"

"Do you get much pleasure out of your aerial flight?"

through the air at full speed. But that is not it," said M. Santos-Dumont. "The great sensation is in being able to com-mand a machine 50 metres long while sweeping through the air. That is inde-scribable delight," he exclaimed, enthu-siastically. He laughed as he drew him-

self up, displaying a figure slender and slightly built. "I'm not very big or very powerful," he said, "but when I'm standing in my basket that machine has to obey me. I am not controlled by it, but I command it. It's the realization of that sense of power that makes air navigation a fascinating.

The balloon and the frame of my No. 7 are so long and narrow that they are really aeroplanes with lifting power.

The minimum second is expect from that

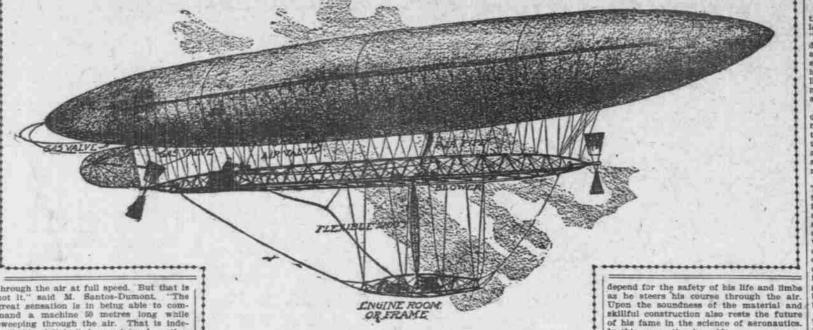
displaying a figure stender and

"The greatest pleasure is obtained from the biggest machine. When I go to the races in Paris in my little runabout I have to incline it at great angles in rising or ascending. But not so in a machine the size of my No. 7. It responds to the slight-est touch. A slight inclination upward or downward is sufficient to change its course. The big machine obeys more promptly and the effort of the operator

slighter.
"I have made ten airships so far. Each one has been a gradual development of my ideas and observations, and I hope each has been an improvement over the others. In my No. 10 I have taken flight, but it is a slow machine, intended for carrying passengers. I have taken as many as four passengers in a basket con-structed especially for that purpose."
"On what lines do you think the airship of the future will have to develop?" I asked.

"It must be a thin, long machine, with

there is a pleasurable sensation in going is the chief principle of aerial navigation.



M. SANTOS-DUMONT'S LATEST AIRSHIP, "NO. 7."

really aeroplanes with lifting power.
"The minimum speed I expect from that
machine is 30 miles an hour, but I hope to get a maximum speed of 40. It is possible for me to navigate in a 20-mile wind, but the conditions are more favorable on a perfectly caim day. The average height of my flights is 100 metres.

"In my new airship the gas envelope and the framework differ from the others only in length and size. This little model rou see is one-tenth the size of No. 7. It is built as a racing machine. The gas envelope is 50 metres long and seven metres in diameter. The framework is 30 metres long and two metres high.

Two propellers, one at each end, are four meters in diameter. The rudder is 15 meters square, constructed of bamboo, silk

"There are a good mans safety appli-ances in the machine. In the bottom of the envelope are two air bags, which are intended to cause less movement of the gas inside. There are four gas compart-ments, and the air bags lie loosely in the two middle ones. In case of an accident "More than the most ardent automobil- "It must be a thin, long machine, with causing a loss of shrinkage of gas a fan is that the finds in his favorite races. Of course an enormous amount of horse-power. That blows air into the bags, but not sufficient to force any of the gas out.

"The engine-room is not in the frame-The engine-room is not in the frame-work, but hangs seven yards below, near the bow. This arrangement is an inno-vation. In my No. 3 I had a similar sus-pended frame, but it was not intended for the engine. The weight of the engine-room, most of which is due to the motor and the water, is 800 pounds. I generally carry 50 liters of gasoline with me, that being sufficient to last one and one-half

being sufficient to last one and one-half to two hours.
"I am stationed in a basket, which is placed in the fifth division of the framework, counting from the stern. By means of a cable running the length of the framework I have complete control of the

Engine Room Movable.

"When I want to ascend I push the engine-room back by means of the cable, and in descending I move the engine-room for-

"I always let three ropes drag from the bottom of the frame as a mater of safe-ty. The drag rope is a ballast that is never thrown out."

skillful construction also rests the future of his fame in the science of aeronautics. In this connection he said:

"All the materials from which my airships are constructed are made outside of provide the propellers, engines and the other machinery necessary. I obtain the strongest wood for the framework and go to the best silkmaker for my silk.

"My latest airship represents the work of 50 different specialists. I would never try to do such constructive work myself. try to do such construction That would be impossible "I heard indirectly that it was the in-

tention of the managers of the Exposition to assign a period of only one week for the speed tests in the airship competition. That, in my judgment, would be very in-advisble. It would certainly make it im-possible for me to become a competitor. The time is far too limited.

"An air ship is a large and complicated mechanism, and at the last moment it is not uncommon for a shaft to break or for some similar accident to occur which it may take several days or even several weeks to repair.
"Under such circumstances the time al

owance of a week would be altogether insufficient. Under the terms of the Deutsch competition, the time for the trials were set for four months of every year for four years.

M. Santos-Dumont is extremely careful regarding the quality of the material from which his airships are constructed. He ter for the Exposition, for spectators would realizes that it is upon the soundness of come oftener to view the trials and more wood, wire, slik and metal that he must interest would be taken in them."

The woman who made the mistake in the first place by giving the conductor on the Willamette Heights car the \$5 piece, which undoubtedly was the same passed on to this man, has no intention of laying claim to it. But as the man says he would be happy to return it to the person to whom

it belonged, the pleasure can be his by calling at the office of the Portland Railway Company, where the mistake was reported before the article appeared in print. There he can get all the details, the number of the conductor and car also the number of the con-

ductor and car also A SUBSCRIBER. Boodlers Decide to Confess Guilt. GRAND RAPIDS, Mich., Jan. 21.-Ex-Alderman James O. McCool today pleaded guilty to the charge of accepting a bribe from Lant K. Salsbury for alding the water deal. His trial was to have begun today, but it is said that as a result of yesterday's verdict of guilty in the Ellen case, McCool decided to change his plea to guilty. Soon after ex-City Clerk Lam-oreaux also changed his plea of not guilty to guilty. He was charged with con-spiracy in the water deal.

The court granted a motion for a twen-ty-day stay of proceedings in the Ellen case. A nappeal will be taken to the

Supreme Court.

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ment, he again becomes a good fellow and a man among men.

Stuart's Dyspepsia Tablets are beyond question the most effective and popular remedy ever offered to the sufferers of this terrible disease. The thousands and thousands of cures they have brought about and the enormous increase of their rules fully attest the truth of this statesales fully attest the truth of this state

They are, above all, a natural remedy They possess exactly the same properties that the gastric juices and other digestive fluids of the stomach possess, and they notually do the digestive work of the stomach and enable that organ to rest and recuperate and become sound and seed. well. They act in a mild, natural manner and cause no disturbance in the digestive organs. They prevent any fermentation of the food which causes sour stomach. In fact, under their influence the subject for-gets that he has a stomach and his result-ing cheerfulness presents a great contrast to his former dejection. Millions of boxes of Stuart's Dyspepsis

Millions of boxes of Stuart's Dyspepsia Tablets are sold annually, and they are but in the dawn of their popularity. Every mall brings letters of thanks giving from grateful ones who have been cured of this terrible disease. The following is one of hundreds received each week:

Rev. J. R. Hoag, of Wymore, Neb., writes: "For six years I have been writes: "For six years I have been troubled with dyspensia. Last Fall I be-came very much alarmed at some symp-toms of heart thouble and came to believe there was a sympathetic relation between the two diseases, or rather, that the stomach trouble was the cause of the heart disturbances. I hit upon Stuart's Dispepsia Tablets for a remedy and invested a dollar and a half for three boxes which lasted me three months, and I can eat any kind of food I want and have a good, vigorous appetite. Although I am 77 years old, I now feel perfectly well and without being requested by any one I make this statement as a compliment to the virtues of Stuart's Dyspopsia. Tablete."

Stuart's Dyspepsia Tablets are for sale

## DYSPEPSIA

: "For years I have been troubled with matism and dyspepsia, and I came to the Sonclusion to try your pills. I immediately found great relief from their use; I feel like a new man since I commenced taking them, and would not now be without them. The drowsy, sleepy feeling I used to have has entirely disappeared. The drappepsia has left me and my theumatism is some entirely I am and my rheumatism is gone entirely. I am satisfied if any one so afflicted will give Rad-way's Pilis a trial they will surely cure them, for I believe it all comes from the system being

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BIG STAFF, only real pioneer Specialists for men.

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Attend lecture tonight. Learn the new expert methods of curing diseases of men without doping, drugging or mercury. Unequaled skill and experience of II years. Some who run pages of fake advertising, whose whole aim seems to be to make false promises, rarely cure. The new methods are latest from Europe and only used by the Dr. Liebig Staff. Hear free illustrated lecture tonight by Dr. Stoddart rimself. Learn and know thyself and be convinced; not for yourself alone, but for your posterity. It's your duty.

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the superintendent of the building, room 201, second floor,

#### TALK OF EARLY DAYS. Pioneers of First Presbyterian Church

eminiscence" meeting which was held in the chapel of the First Presbyterian

wonder to himself what Dr. Caffrey or Dr. Lindsley would have said to it; not that principles are changed, but that we now egard them in a different light or with

The work the ladies of the church did in early days was of particular intereet to the women of today. The alphabet-ical sociables were described as being something unusual and startling in the so-The ladies were paired off, two and two, alphabetically, so that each so-cial was managed by two of the members. There was a great rivalry, he said, in matters of refreshments, cake-baking being an especial feature, each lady vieing with the other as to who could make the

Mr. Strong, "the matter was discussed at length in the weekly prayer meetings and the church, especially the women, sided with Mrs. Smith. The trouble grew and the couple was finally divorced or separated. After Mrs. Smith died the daughter, Ella Smith, went to live with her father, and for this reason she was 'boycotted,' for the church did not ap-prove of her father. But she stuck to him, and he left her quive a fortune. When she died, the money which the Presbyterian Church might have had otherwise, was left to endow the library, so it can be said that this church lost that money through

a quarrel in the Smith family."

The organization of the Ladies' Relief Society in the basement of the old church was mentioned by Mr. Strong. The call extended to Dr. Lindsley and his arrival here and the final establishment of the church; its ups and downs, and the first subscriptions for a new church were all anted in the most interesting manner by the speaker. Mr. Strong also said that for many years the church was held tegether by two members—James Mc-Keown and James Holman, two faithful

nembers, whose real never grew lax.

D. W. Wakefield also had many interesting reminiscences, and spoke of many of old church members, whose personality was still felt in the church and its work. A glowing tribute to the ministry of Dr. Lindsley opened his remarks. He said to have heard this noble man once

was to remember him forever.

"His language was so beautiful, his manner so exquisite, his principals and

othing but admiration for him." Many of the early workers of the First Prosbyterian Church were spoken of and their many characteristics and good traits their many characteristics and good traits brought to light. Among these Mr. Wakeffeld mentioned General and Mrs. Babbitt, Mrs. Bloomfield, Mrs. Blossom, Mrs. Bond, Judge Bronaugh, Mrs. J. H. Couch, Mr. afid Mrs. J. B. Congle, Mrs. Eliza Almsworth, Mr. and Mrs. J. D. Holman, Miss S. Gould, Mrs. Holbrook, Mr. and Mrs. Macleay, Judge and Mrs. Strong, was sworn in.

Mrs. Skinner, William Wadham, Mrs. Whitney, J. D. Whitney and others. He Pioneers of First Presbyterian Church
Hold "Reminiscence Meeting."

Early days were lived over again at the ous crusade against saloons and the ladies

who spent a night in Jall was also menment present made the trip back to the 50s with the speakers and took the deepest inthe struggles of the church in the time of its infancy. There was a large gathering of the pioneer members, and those speaking were helped out from time.

son, and many, many others.

The meeting terminated by Mr. E.

Quackenbush's address. He spoke of the emotions the events of this jublice week had wrought, and of the many memories. it brought back to him. He confined his remarks to characteristics of Dr. Linds-ley and Mr. Laud, and had many in-teresting incidents of the latter's happy disposition and his unbounded charity During the evening Dr. Hill: read the following letter which was received from Mrs. Sarah Caffrey, the wife of one of the first pasters of the church, of which the following is an extract:

In 1860 we sailed for San Francisco, where to 1500 we maked for San Francisco, where we remained two days, them salied for Portland, where we were kindly welcomed. Mr. Caffrey greached his first sermon June 17, 1860. A board of trustees was elected, constiting of W. S. Ladd, J. C. Ainsworth, H. A. Hogue, J. M. Blossom, and F. B. Smith. Mr. Caffrey was taken under the care of the productor and ordered. with the other as to who could with the other as to who could best ones. He described one given under the management of his mother and Mrs. Smith, and there were many in the gathering who remembered. The Mrs. Smith referred to was the mother of Miss Etla Smith, who endowed the Portiand Public of all who were interested in the upbuilding of the church is appaid, with the co-operation of the church. It gree and prospered. There were but few male members at that time; but, notwithstanding, with energy and persevergated to give a helping hand. were not few male members at that time; but, notwithstanding, with energy and perseverence they never failed to give a helping hand. And the ladies, too, whose names are indelibly stamped upon my memory. There are but few remaining of those whom I once knew who were earnest workers in the church, and did all they could for our comfort while we were with they. For work were there were with they. with them. For many years they never failed to remember us. We have still a few frie remaining-Mr. and Mrs. Wadhams, Mrs. Corbett, Mrs. Ladd and Mrs. Ainsworth, who still

ontribute to my comfort.
Mr. Caffrey preached seven years with good uccess, and then, with falling health, resigned, leaving the church in a flourishing con dition. Dr. Lindsley, fluding the church and field acceptable, entered upon his work.

BID HIM KILL ROOSEVELT. Tells of Mystic Influences Working on Him and is Sent to Asylum.

NEW YORK, Jan. H.-E. A. Barler, a banker, who says that mystic influences were at work on him through the agency of his stomach, bidding him kill the Presi. dent, was committed to Bellevue Hos today for examination as to his sanity. Earler, who was arrested after writing a long, rambling letter to Police Commissioner McAdoo, greeted the officers as "de-liverers from his bondage." He said that he felt the mysterious pains even in their presence and that the clock was affected

by the spell. They are after me so bad now, said, "that they want me to kill the Presimanner so exquisite, his principals and dent. I have a wonderful will power and dectrine so sound and true that we had have stood them off so far, but they are nothing but admiration for him."

The work worker of the North do not know what will happen."

The Governor-General Sworn In. MELBOURNE, Victoria, Jan. 21.—Lord Northcote, appointed Governor-General of Australia in succession to Lord Tennyson. landed here at midday. He was met by the Federal Ministry and others, and pro-ceeded to Parliament House, where he

#### ARE SUMMONED TO CHICAGO.

Freight Agents of Trans-Continental Lines Will Discuss New Tariff.

The freight agents of the trans-continental lines from the Coast distict and elsewhere have been summoned to attend a special meeting in Chicago on January

church last means the rip back to assess the publishing of the Webminor posent made the frip back to assess the publishing of the Webminor posent made the repeater and took the deepest
minored in the strangths of the church in
the time of its infancy. There was a large
gathering of the ploneer members, and
those speaking were include out from time
to time by others on particular points
upon which memory failed them for the
first time. The failtful members and
workors of the First Presbyterian Church
who are now hald away to their wellexercised rest. Were speaken of with feeling by
good work were cited.

Thomas Strong brought a smile to all
faces when he announced that he had attended every prayer meeting held in the
First Presbyterian Church for 2b years
after the presbyterian church of 2b years are
pressent the presbyterian church with the present the could be a pressible to the consideration. In the
chirt of the chirt of the church from the
work are the presbyterian church with the chirt was a president of the No in the house was often borrowed for use on such occasions. Mr. Hensen was mentioned, and —as alice Holman, Mrs. Coops—Mr. J. B. Wyatt, Mr. Marshall Millard, Mr. and Mrs. Thomas Robertann, and many, many others.

Mr. E. Mr. E.

for O. R. & N. at Portland. Announcement of the appointment of G. A. Newell, freight agent of the O. R. & N., at Wallace, Idaho, to succeed J. B. Glover as freight agent of the company at Portland, was made yesterday. Mr. Newell will assume his new duties as soon as Mr. Glover assumes his position as general manager of the Oregon & South-

eastern Road, on February 1.

Mr. Newell has for many years been connected with the O. R. & N. and is thoroughly experienced in this line of business. He was formerly with the Portland office and understands the enlarged duties that will devolve upon him. His place at Wallace will be filled by E.

S. Wyman, now at Burke, Idaho. The lat-ter's place will be filled by G. Q. Gadsby, now at Fairfield, Wash, and he in turn will be succeeded by M. W. Smith, of Winona. The Winona vacancy will be filled from the agents' list through the regular civil service method employed by the com-

Off on Inspection Tour.

A. D. Charlton, of the Northern Pacific, left yesterday to join Assistant General Passenger Agent A. M. Cleiand, of that road, at Seattle. Together they will travel over the lines of the road, visiting all points on Puget Sound, and in Eastern Washington. The passenger offices of the company in his district will be inspected and put in shape to handle the rush of travel that is expected during this year. A heavy business towards St. Louis, on account of the World's Fair, is expected and preparations must be made to take care of it. One of the matters that will receive attention will be the installation of another train between Portland and Seattle during the coming Summer to handle the unwieldly traffic between these

J. W. Spencer, chief inspector of the Transcontinental Freightmen's Association, was in Portland yesterday on a trip

Railroad Ticket Not a Contract.

SAN FRANCISCO, Jan. 21.-The Su-

Invest Heavily in Southern Pacific.

NEW YORK, Jan. 21.—Speyer & Co. and Kuhn, Loeb & Co. have jointly Burchased \$8,000,000 of Southern Pacific 415 per cent two to five-year coupen bonds.

A few days ago there appeared an article in The Oregonian about a man being given a 55 piece for a nickel in a street-car.

He said he would be very happy to hand it back to the man to whom it belonged, but could imagine no way of finding out.

These bonds are a portion of the authorized issue of 130,000,000 gold bonds of 1900. It is understood that a large proportion of the bonds purchased today will be mar-According to the terms of the mortgage, the \$30,000,000 of bonds, of which the \$8,000,-

000 sold today are a part, were issued for betterments or equipment of property of subsidiary companies. Railroad Franhcise Is Revoked.

TAKES POSITION NEXT MONTH

G. A. Newell Will Be Freight Agent

Whereas, The present National Administration is marked by honesty, capacity, courage, and Republicanism; therefore, be it Resolved, By the Portland Young Men's Republican Club, That we heartily indorse Theo-

It was decided to give a popular banquet under the auspices of the club anniversary of Lincoln's birthday, ary II next. Arrangements for this ban quet will be made at a meeting of the execurve committee and the banquet com-mittee of ten of the active members of the club this evening at the headquarters, and every effort will be made to make it an equal success as was a similar occasion two years ago. The club now has over 800 of the active young Republicans of this county on its membership rolls, and proin the approaching general election and Presidential campaigns, and make its in-fluence felt in behalf of Republican prin-

ciples and candidates. Wants to Join an Ideal Club.

A young man who lately graduated from an Oregon university and who has come to Portland to reside and study the practice of his chosen profession is desirous of securing admission to some club, or society, or circle of society where he will have the advantage of associating with men of ma-ture age and scholarly attainments and tastes, hoping from this association to improve his mind and manners and add to his knowledge. It is not exactly a literary club he is looking for, but a club of professional men, who read widely and well, and discuss among themselves matters of general importance and interest, hoping by listening to their discussion to increase his stock of knowledge and improve his mind and powers. He has asked The Oregonian to inform him where such a club or society is to be found and how he can gain admittance to it. This is rather a difficult request to comply with. The reporters' room of The Oregonian would hardly fill the bill, though it might help some. Most of the clubs about town have some literary or political, or business features, and also a har and smoking-room, and some small cooms for draw-poker, and other harmless games on the side, but the exact location of any club composed of studious and scholarly men whose conversation will supplement the benefits of a universal ed-

PORTLAND, Jan 21 -- (To tae Editor.)-

CONTRACTED DISORDERS