

STORY OF THE NATIVITY RE-TOLD

Ben Greet Players Give a Reverent and Artistic Production of "The Star of Bethlehem"

"The Star of Bethlehem."
 Characters in the play—Gabriel, Coll, Gyl, Daw, Mak, Gyl, Jasper, Melchior, Balthasar, Nuncius, Herod, First Doctor-Counselor, Second Doctor-Counselor, Demos, Anclia, the Virgin Mary, Joseph.

The Ben Greet players—Constance Crowley, Daisy Robinson, Sybil Thornhill, Percival Aymer, John Sawyer, Raymond Flood, Sydney Greenstreet, Joseph Homer, Maurice Robinson, Helens Reid, Agnes Scott, Eric Hind, Eugene Cleve, Frank Dorch, Samuel R. Goodwin, Ben Crow, Edward Hughes, Leonard Shepherd.

The music of the play—"White Shepherd Watched Their Flocks by Night," "Gloria in Excelsis," "Summer Is Incomen In," "Lent Is Come Again With Love," "Till Twas," "The First Noel," "O Three Kings of Orient Are," "The Coventry Carol" ("Little Time Child"), "Adeste Fideles, Amen" (Dresden), "Nunc Dimittis."



SCENE SHOWING THE CLIMAX OF "THE STAR OF BETHLEHEM."

It is a recollection of childhood, this beautiful mystic story of the nativity of mankind's Savior. It has been told time out of mind by prophets and priests and men. It is one story which never palls or grows old. From the cradle to the grave we have it told us, particularly at this anniversary season, and the hymn writers need not remind us that it is ever new. So long as faith abides in the hearts of men will this new-old story of the "wise men in the desert," the shepherds, the manger in Bethlehem be potent to fix the attention and to purify and ennoble the generations of the sons of men.

All the story was told again in an unthought place, the theater, by Ben Greet and his players at the Marquam yesterday. All the scenes, as familiar as the Scriptures themselves, were enacted with reverence and earnestness in the morality play named, for convenience, "The Star of Bethlehem."

Church and Stage Friends.

There is a theory, and it was the original one, that the church and stage should be friends, but we have gotten far from it. Rather, has grown up animosity between them, partly through fault of church, partly through fault of stage. An argument of the reasons for which must be largely ethical, and ethics are dangerous. To avoid these perils it is enough to say that in the dramas which Mr. Greet and his talented actors are giving the shepherds and better ideas may meet on common ground as friends. There can be no quarrel between church and stage on the subjects of "Everyman" and "The Star of Bethlehem."

Aside from the morality phase of morality plays, the performance which the Greet company is giving here should appeal equally to those who, having not faith, have intelligence and taste. One does not need to be a churchman to get at the beauties of "The Star of Bethlehem." One may enjoy it fully for the very play's sake or for the art of the acting of it.

A community which gives its attention to the Greet productions may take much credit to itself for being cultured, and it is a sad commentary upon the intelligence of a community if it lack appreciation of them. Portland's attitude in the matter has been creditable, and I take it that "The Star of Bethlehem" is understood here.

The play was arranged by Professor Gayley of the University of California and the work was well done. It has been a searching of the archives, a seeking out of ancient manuscripts and an adaptation of here a little, there a little,

until a drama which moves the heart and mind is the result.

Simplicity Gives Force.

As in "Everyman," simplicity and the careful avoidance of theatrical effects gives "The Star of Bethlehem" its greatest force. It is as simple as life was simple at the period in which it transpires. It might almost as well be played in a country lane as in a theater. It is artistic to the last detail; one jarring note would ruin it, but the simple note carefully considered and carefully guarded against. The costumes, where the circumstances require, is rich and correct. In other instances it is poor and correct, but in all instances complete.

The play is divided into four acts, but there are no intermissions between, and in each act there are a number of scenes. The first shows the shepherds on the moor watching their flocks. An opportunity is given for considerable comedy in the rude assembling of the rude men. A number of very early English songs and prose dialogues are introduced. Of the songs, "Summer Is Incomen In," which dates back to the 12th century, is the earliest English song extant. In that portion of the drama which relates to the shepherds the old comedy "The Other Shepherd," the first of the English con-

temporary with or antedating Chaucer, is woven into the piece, and it still retains its humorous quality.

The second act represents the meeting of the three Kings, who follow the star, and their audience with Herod. The third act returns to the shepherds and the fortunes of Mack, the robber of the flocks. The fourth and last act reveals the star, the fields near Bethlehem, the carolling of the angels in the highest, and finally the interior of the stable where the Christ-child lies. The treatment of this delicate situation is admirable, and the most devout spectator can find nothing objectionable. It is sacredly presented, and the stage picture it makes might be a Murillo masterpiece.

The play from beginning to end never approaches sacrilege, and yet there are portions of it which produce as much laughter as a modern comedy. It is a deft intermingling, and Mr. Greet, Professor Gayley and the splendid actors in the company cannot be too highly praised for their consummate handling of the subject.

An Important Event.

Everything else aside, the performance is an important event from an educational standpoint. The reading of the lines is all but perfect. The enunciation and pronunciation are as near flawless as is possible. Just to hear the English language

spoken in all its purity is one of the chief privileges of "The Star of Bethlehem" by the Greet company. Every student in our schools and every man and woman among us who has the slightest desire or capacity for culture should hear the recitative. We have not heard its like before. No one, old or young, can afford to miss the present engagement, for it makes for the betterment of the community in every way.

It is far from the plan of the production to single out individual members of the company. It would seem trivial to say that each one has been selected with great care for his particular part, but it is true, and assembly each one is indispensable to the beautiful consummation. Ben Greet himself plays Mack, the sheep thief, and Constance Crowley, who appeared as "Everyman," in the play of that name, appears as Gabriel. These two splendid artists rise above their talented associates in the company.

The music of the piece, particularly the singing of the monks, is of great importance. Without the anthems and chants much of the beauty would be lost. The attendance yesterday and last night was not altogether creditable to Portland, but it is hoped that at the matinee and night performances on this date the intelligent public will make amends.

A. A. G.

for service as auxiliary cruisers, the vessels having been armed with guns, mostly quickfiring. It is probable the American navy will do likewise, and this has not already been done.

HARD STORM AT SAN FRANCISCO
Several Disasters Occur on Water
Front—Kilburn in Collision.

SAN FRANCISCO, Dec. 30.—A wind and rain storm has prevailed in this city and vicinity for the last 24 hours. On the bay and along the water-front much damage was done. The coal barge *Courser*, loaded with 600 tons of coal, which was being towed up the bay by the tug *Reliance*, turned turtle, and the cargo was scattered. The *Courser*, which was formerly a schooner, was capsized off Cape Blanco several years ago. It is now owned by the Western Fuel Company.

The French bark *Generale de Sontis*, lying off Mission street-wharf, was run into by the steamer *F. A. Kilburn*, carrying away the ship's boat and part of her railing. The barge *Front* filled and settled by the tide until half her cargo was spilled into the bay. She was towed to the mud flats by the tug *Ada Warren*.

One of W. A. Boole's swans banded at the side of the liner *Albatross* until its deck was knocked loose. A stray snipe yacht made a trip across the bay on its own account and was finally captured at the sea wall. A barge was reported capsized off the long wharf at Oakland and a scow schooner was rescued by a tug just as she was drifting on the rocks at Goat Island.

The pilting of freight slip No. 3 was carried out by the tug *Ada Warren* and the vessels were prevented from landing their cargoes. The ferryboat *Oakland* had her starboard davit and part of her rails swept away and other minor casualties have been reported.

THANKS QUARANTINE OFFICIALS

Captain McLeod Says Utmost Was Done for Him While at Station.
QUARANTINE STATION, Dec. 28.—(To the Editor.)—I would like to make the statement at this time that the very utmost was done for me during my serious illness at the Quarantine Station at Astoria. I would wish at this time to thank the quarantine staff generally. To Dr. Earle the highest praise is due for his painstaking care and attention throughout my illness. I have to thank him for a great many courtesies extended to me. To Mr. and Mrs. Trullinger and staff at the quarantine station I also desire to extend my heartfelt thanks for their unremitting care for all that have come towards making a small patient's life more endurable and bearable while under their care. Special gratitude is due to Dr. E. B. Blount, a student from the medical department of the University of Oregon, who attended me during my illness and to whom, humbly speaking, I owe my life. To one and all I have only the highest praise to accord.

C. M'LEOD.

Late Master British S. S. *Eller*.

PURSUED BY SHARKS.

Two-Hundred-Mile Voyage Made by Sailors in Open Boat.
 A voyage of 200 miles by sea, almost destitute of provisions and water, and pursued by a horde of giant sharks that threatened momentarily day and night to capsize the craft and devour its occupants, was the experience of Captain Samuel Harris and four South Sea islanders who composed the crew of the little trading schooner *Victor*, wrecked on Aka Taki Island on November 30. Aka Taki is 200 miles from Papeete, the port of Tahiti. This is a tale of the sea brought by the mails from the South

Sea which left Papeete on the day Captain Harris and his men landed there, emaciated and nearly crazed, but still alive.

When the *Victor* ended her career by striking the reef, the shipwrecked crew had barely time to put out the boat for their long voyage, made without a compass and no sail, with one day's provisions on board and half a dozen coconuts. The men were so exhausted that they had to drink during the 11 days it took to reach Papeete. The passage was enlivened by a constant combat with the sharks. In verification of their story cars were shown splintered and worn revealing the attacks of the ferocious fish, which gave them no rest.

The *Victor* was a trader among the Friendly and Society Islands.

BELOW SCHOONERS' RATES.

Steam Vessel Put on by O. R. & N. Co. to Cut Lumber Sale.
SAN FRANCISCO, Dec. 30.—(Special.)—By placing lumber schooners of large capacity upon the route between here and Portland, and by lowering rates below those charged by the schooners now in the business, the O. R. & N. Co. hopes to drive from the field those carriers who first made rates below those tacitly agreed upon.

The steamer *Norfolk City*, owned by George D. Gray & Co., is now on Puget Sound, being remodeled into a steam schooner, the type most capable of carrying large lumber cargoes. Her cargo has been offered to carry lumber to this city at the rate of \$2.50 per 1000 feet, which is less than the regular rate charged by other schooners.

It is generally believed that the lowering of rates comes as an order from President Harriman through the general manager of the company, R. P. Schwerin.

SPEEDING IN THE HARBOR.

Steamboat's Swell May Have Caused Coal Barge to Capsize.

Captain Fernaux of the British ship *Dumfriesshire*, is of the opinion that the overturning of the coal barge *Monarch* was caused largely by the swell of a passing steamer. He says that steamboats continue to pass his ship, lying at anchor, at a reckless speed, and he is surprised that many serious accidents have not already resulted.

"Something should be done to abate this running close to the docks," he said. "It endangers shipping and is apt at any time to result in great loss of life. It is a wonder to me that some of the unloaded ships do not at the docks get so badly overturned by the boat's swells, particularly when there has been a strong wind blowing. I know the Harbor-master has done all in his power to stop the racing, but the steamboat captain evidently pays no attention to his orders or the warning of the courts. Some day there will be a bad accident here caused by steamboats running through the harbor at an unwarranted speed, and then there will be a law passed that will put a stop to it all."

RED ROCK IN COLLISION.

With Another Ship She Breaks Moorings and Collides With Belgian.
ANTWERP, Dec. 30.—The British ship *Red Rock* and *Walden Abbey*, both at this port, destined for San Francisco, broke their moorings during a hurricane today and collided with and badly damaged the Belgian steamer *Sambre*.

United Kingdom Gave Sweet.

LONDON, Dec. 30.—A Barge swept from the Atlantic sweep over the United Kingdom today. Mountainous seas were reported along the coasts at Stornaway, Outer Hebrides. The Danish steamer *Alabama* dragged her anchor and stranded on Finisterre. Her engine-room was flooded and the stokehold sections are flooded, she is leaking forward, and has listed to starboard. A small vessel, with a crew of ten men, founded off Flamborough Head, Yorkshire, on the North Sea. Several minor shipping accidents have also been reported. Much damage has been done inland. Telegraph and telephone wires are down. A number of accidents in London, due to driving defects, have been reported.

Later it was announced that the ten men forming the crew of the small vessel which founded off Flamborough Head had been picked up by a steamer and landed safely.

Help Hawaiian Harbors.

SAN FRANCISCO, Dec. 30.—According to Associated Press advices from Honolulu, it has been decided that A. L. C. Atkinson, Secretary of Hawaii, who is at present at Washington, shall stay there to assist Chairman Burton, of the rivers and harbors committee, to put the legislation affecting Honolulu and Hilo harbors in the hands of the Hawaiian Government proposed to spend a big sum on Honolulu harbor, and Mr. Burton has particularly requested the Secretary to stay.

Columbia Not Overdue.

Some people who have friends aboard the *Columbia*, which sailed from here Tuesday night for San Francisco, were alarmed yesterday because of her nonarrival at the California port. The steamer was delayed nearly a day at Astoria, and consequently is not due at San Francisco until this morning.

The *Elder* arrived here last evening on time, and the officers reported a good trip north.

Captain Libby Losing Sight.

SEATTLE, Wash., Dec. 30.—Captain John B. Libby, manager of the Puget Sound Tugboat Company, is lying dangerously ill at the Providence Hospital. According to the physicians, Captain Libby is not only losing his sight, but his nervous system is a complete wreck.

Marine Notes.

The *S. Celeste* began loading barley at Irving dock yesterday.

The *China Queen*, which has moved down to the flouring mills to begin loading outward cargo.

Captain C. McLeod, late master of the British steamship *Eller*, will leave Saturday night for his home in Scotland and will not rejoin the *Eller*.

Harbor-master Biglin has served notice on the owners of the *Oak-street* dock to place a 12x12 plank along the outer edge of the dock as a protection to teams. This is the place where a Gray recently backed off into the river. The Harbor-master will also require repairs to be made at a number of dock slips.

Domestic and Foreign Ports.

ASTORIA, Dec. 28.—Arrived at 5 and left at 8 A. M.—Steamer *Geo. W. Elder*, from San Francisco. Condition of the bar at 5 P. M., rough; wind south; weather cloudy. No shipping morning.

San Francisco, Dec. 30.—Arrived—Steamer *China Queen*, from Seattle; *St. Lawrence*, from Hong Kong, Yokohama and Honolulu; *steamer Caracoa*, from Guaymas; *steamer South Bay*, from Gray's Harbor. Sailed—Steamer *Haver*, for Gray's Harbor.

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STATE OF THE TREASURY

DEFICIT FOR CALENDAR YEAR 1904 IS \$22,000,000.

But Panama Canal Had Been Bought Out of Accumulations—Where Expenses Grow.

WASHINGTON, Dec. 30.—The Treasury Department today issued a review of Treasury operations for the calendar year 1904. The Treasury receipts for the calendar year 1904 were \$440,000,000, and the expenditure (including the Panama payment) \$462,000,000—a deficit for the year of \$22,000,000. As compared with the previous calendar year the receipts show a falling off of \$8,000,000, and the expenditures an increase of \$20,000,000. The decrease in custom receipts was \$9,000,000. Civil and miscellaneous expenditures increased \$15,000,000; War Department, \$3,000,000; Navy, \$2,000,000; Post Office, \$2,000,000; and interest \$1,000,000.

The increase in interest is due to the fact that a portion of the interest of 1903 was accumulated in 1904. The figures do not include the postal receipts and expenditures except that the postal deficit is included in the civil and miscellaneous expenditures.

Imports for the first 11 months of 1904 were \$229,000,000, an increase over the corresponding period of 1903 of \$22,000,000. Imports free of duty for the same period increased \$42,000,000, while dutiable imports decreased \$28,000,000. In 1903 42 per cent of the imports were free of duty, while in 1904 47 per cent were free of duty. Practically the entire increase in free imports and dutiable goods, such as coffee, India rubber and raw silk, is accounted for by the increase in these commodities.

Other noteworthy features of the treasury transactions in 1904 were the payment of accumulated surpluses of \$50,000,000 for the right of way of the Panama Canal; the redemption of the 5 per cent bonds due February 1, 1904, and the various calls on the National Bank deposits for the return of a portion of their public deposits. The redemption of the public debt during the year was approximately \$6,000,000. Public funds on deposit with the banks were reduced from \$136,000,000 January 1, 1904, to \$113,000,000 at the close of the year. The calls on the banks to mature early in 1905, will further reduce these deposits.

The cash in the Treasury, exclusive of the gold reserve and gold and silver coin held against outstanding certificates, was \$239,000,000 on January 1, 1904. At the close of the year it was \$240,000,000, a decrease of \$400,000 for the year.

Steelworkers Accept Less.
CHICAGO, Dec. 30.—The steel workers of the Illinois Steel Company have decided to accept lower wages and a 12-hour working day proposed by the company to go into effect January 1 in the plant at South Chicago.

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 First copy sent \$1000. 150 pages, 25 pictures. Sent free, postpaid, sealed.

Love, courtship, marriage and all diseases of men explained in plain language. This wonderful book tells everything you want to know and everything you should know in regard to love and marriage. It is a book that should be read by every man who is interested in his own health and happiness. Written by the world-famous Dr. W. W. Hooper. The most wonderful and greatest scientific book of the age. Dr. W. W. Hooper. Write for it today.

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Whoooping-Cough, Croup, Bronchitis, Coughs, Diphtheria, Catarrh.
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We stop drains, the removal of self-abuse, immediately. We can restore the sexual vigor of any man under 50, by means of local treatment, peculiar to ourselves.

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is the worst disease of the eye, and it is the only one that can be cured. It is a disease that is caused by the use of opium, and it is a disease that is very common in the East. It is a disease that is very painful, and it is a disease that is very dangerous. It is a disease that is very difficult to cure, and it is a disease that is very expensive to treat.

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CHICHESTER'S ENGLISH PENNYROYAL PILLS

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ART AT THE FAIR

Committee Orders Plans for Fine Gallery.

Will be Model Structure

Matter of Cost Yet Under Consideration, but Prospects Appear Bright

Work to Start on the New Exhibit Palace.

It is now taken for granted that a fine arts building will be erected for the Lewis and Clark Exposition, the executive committee in session yesterday afternoon voting to prepare plans for a brick structure 60x250 feet, to be used for that purpose, and to make estimates of the probable cost of its erection. In addition to this the committee ordered that work begin immediately on the new Palace of Manufacturers, Liberal