MICKEY O'ROURKE SMILES AT LOSS

Engineer of Lightship No. 88, Who Was Robbed of Vacation Money, Arrives Here.

HERO IS TAKEN FROM LIFE

John Fleming Wilson, ex-Portland Newspaper Man and Magazine Writer, Draws Chief Character From Bar Vessel.

Mickey O'Rourke, chief engineer of light vessel No. 88, which rides at anchor off the mouth of the Columbia River month in and month out, was a passenger yesterday from San Francisco on the steamer Beaver.

Many have supposed that John Fleming Wilson, former Portland newspaper man and now highly successful story writer, delved into the recesses of his imagination when he began the Mickey O'Rourke yarns and fashioned therefrom a fictitious character.

But Mickey O'Rourke exists in flesh and blood and he is none the less retiring because Wilson is popularizing him. O'Rourke was at sea when this week's issue of the Saturday Evening Post was distributed, in which "Heart's Desire," another of Wilson's compilations, was published and he had naught to say of pretty Kate McGuire, the heroine, and the race between himself and Big Tom McCarthy, engineer of the City of Panama, for her hand.

Just Mickey Is Sufficient.

On the way from San Francisco, O'Rourke, who probably could squeeze under the five-foot mark, and Kent W. Clark, purser of the Beaver, whose height makes six feet look like short measure, were caught with a kodak, standing side by side, and O'Rourke was promised a set of the prints.

"Whin y' mail thim, jist write on th' letter, 'Mickey, care of lightship 88,' an' devil a chance is ther' thot it will go astray," he remarked. It was the "bould" O'Rourke who went recently with three months' pay in his pocket to re-acquaint himself with the sights of San Francisco. But, alas, in less than a month from the time he went from the light vessel for his vacation, he had been relieved of his cash by thugs. But Mr. O'Rourke saw San Francisco just the same.

"D' ye'mind whin O'I sailed wit' me fri'nd Captain Nelson, on th' B'aver on this las' trip?" queried the dean of No. 88's engine-room. "Sure it was me aim to lu'k over old Frisco an' see 'f she was on th' same aven keel. Well, t' make a long sthory short, O'I found her a busy city. But, fer th' love of St. Patrick, it's th' devil's own crowd thot wanders th' avenoos.

Thug "Bates It."

"Th' noight O'I stipped frum th' B'aver a mounta'n 'f a mon stips up t' me an' says:

"'Give up!'

"'Bate it,' sez O'I.

"'O'I will,' sez he. An' he did. A punch sthruck me amidships an' O'I wint on me beam ends. Whin O'I came to O'I had losth two pay chicks fer $100, besoides $50 cash.'"

Mickey O'Rourke visited frequently in Captain Nelson's cabin on the trip and found all the officers sympathized with him in the loss of his vacation funds. Being small he was made an easy victim of the holdups, who probably followed him from the ship. As he bade his friends goodby here, his tribute to the stewardess was:

"Wirra, colleen, yer th' loife 'f th' ship."

HOSPITAL CHARITY COSTLY

St. Vincent's Feeds 16,000 Hungry Men, Asks Aid From City.

Should the city appropriate funds in any amount to help St. Vincent's Hospital defray expenses in feeding hungry men, out of employment? This question is before the members of the City Council, who are making an investigation. The hospital has served more than 16,000 meals to men who have called there, without question, and cannot endure the financial strain much longer.

Councilman Dunning interested himself in the subject, and he wants the Council to appropriate some money, if it can be done legally, as he feels that the hospital has done an excellent work and that the city should help the institution. Councilman Burgard, speaking at the meeting of the ways and means committee yesterday afternoon, said that he questioned the advisability of feeding some of the men who have been going to the hospital. He said he had heard that many of them are unworthy; that they are not workingmen and are not looking for work, but are "spongers." However, the members of the committee will consider the question and will make up some kind of a report for the next Council meeting, next Wednesday.

ROYAL ARCANUM TO BUILD

Oregon Council 1582 to Erect Three-Story Structure.

The Royal Arcanum, Oregon Council No. 1582, has decided to erect a three-story building for its own use and that of other councils of the city, at a cost of from $25,000 to $25,000. At the last meeting of the lodge, in the Royal building, at Seventh and Morrison streets, at which about 200 members were present, a committee was appointed to prepare an estimate of the cost of a suitable centrally-located plat, and of the building. More than $4000 was subscribed to the building fund, and plans were made to raise $40,000 for the purchase of ground. The property will then be bonded for construction of the building.

Shares are to be issued in the building project at $10 a share, and these will be sold to the 1100 members. The shares will be paid for in monthly instalments. It is planned to have the new building completed March 1, 1912.

PERSONAL MENTION.

R. D. Dyer, of Dayton, is registered at the Perkins.

W. H. James, a Victoria capitalist, is at the Cornelius.

Nesmith Ankeny, of Pendleton, is at the Imperial.

T. R. Wilson, a Salem merchant, is at the Cornelius.

T. F. James, a Spokane mining man, is at the Carlton.

L. B. Luppen, an attorney of Sacramento, is at the Carlton.

William L. Beddow and F. G. Gillette, Seattle capitalists, are registered at the Oregon.

H. W. Hollis, a Spokane timberman, is at the Portland.

J. W. Johnson, a mining man of Spokane, is at the Bowers.

C. H. Warren, a Cathlamet canneryman, is at the Imperial.

O. G. Hamilton, a Pendleton merchant, is at the Perkins.

J. H. Lewis, a merchant of Clatskanie, is at the Perkins.

Mrs. J. K. Simpson, of Stevenson, is registered at the Portland.

Mr. and Mrs. A. E. Smith, of St. Paul, are registered at the Bowers.

W. F. McGregor, collector of the Port of Astoria, is at the Imperial.

Claude Kiddle, flourmill operator of Island City, is at the Imperial.

R. N. Stansfield, a stockman of Stansfield, is registered at the Imperial.

T. W. Sharske, a railroad man of Omaha, is registered at the Carlton.

A. P. Knox, a leading jeweler of The Dalles, is registered at the Oregon.

Hal. E. Wood, a timberman of Eugene, is registered at the Imperial.

D. L. Webster and Mr. A. Webster, of Apline, are registered at the Oregon.

W. Woodhead, manager of the Sunset Magazine, is registered at the Portland.

J. H. Dunlop, president of the Wind River Lumber Company of Cascade Locks, is at the Oregon.

George A. Nelson, secretary of the Oregon Pilot Commission, is registered at the Cornelius from Astoria.

John C. Crawford, Jr., of San Francisco, and interested in the Sumpter mining district, is at the Portland.

Edward C. Russell, editor and proprietor of the Juneau Dispatch, is at the Portland accompanied by Mrs. Russell, whom he is taking to California for the Winter.

AGED MOTHER OF WIFE OF PASTOR DIES FROM PARALYSIS.

Mrs. Eliza Lord Huntington.

Mrs. Eliza Lord Huntington, mother of Mrs. M. A. Ghormley, wife of Rev. J. F. Ghormley, pastor of the Central Christian Church, died from paralysis yesterday at the home of her daughter at 683 East Salmon street.

Mrs. Huntington was born in Vermont, December 8, 1824, and, with her husband, C. W. Huntington, became a pioneer in Wisconsin. Her husband died 14 years ago. She lived with Mrs. Ghormley, her daughter, in Portland for seven years. She is survived by Mrs. M. A. Ghormley, Mrs. Emma E. Pease and H. G. Huntington, of Portland, and Edward Huntington, of California. The funeral will be held from the Central Christian Church at East Salmon and East Twentieth streets at 1 o'clock this afternoon.

CARLINE IS DEMANDED

SOUTH MOUNT TABOR RESIDENTS TO PLEAD TODAY.

Bonus to Be Collected for Extension From Hawthorne Avenue to East Eighty-Second.

Believing that Mount Tabor residents probably will succeed in getting an extension of the Mount Tabor carline from its present end at Tabor Heights down the east slope, a large delegation from South Mount Tabor will appear before the street committee today to urge that the Portland Railway, Light & Power Company be required to construct and operate an extension from the Hawthorne avenue carline to East Eighty-second street. The committee will be told that residents of South Mount Tabor are ready to raise a large bonus to help defray the cost of building the extension if the company will operate it. It is estimated by the Portland Railway, Light & Power Company that it will cost $30,000 to build the extension to the city limits, including the paving between the tracks, or about $18,000 without the pavement. The company demands a guaranty of $500 a month for each car.

South Mount Tabor residents plan to make this demand and if it fails to continue their efforts to get the Mount Hood Railway & Power Company to build the extension from Russellville by way of the county rock quarry to the Hawthorne avenue car. They are now engaged in raising a bonus to be used in obtaining the extension for either company willing to build.

A large district is interested in getting the extension, and the Jacob Stine Land Company, which bought the Kelly Homestead farm, plans to assist materially in getting the track laid that far out, which is some distance from the city limits.

The property owners between the end of the Hawthorne avenue line and the city limits declare that they will construct the extension themselves if the street railway companies do not build it. A railroad contractor also has made a proposition to build a suburban line from Clackamas County to Portland by way of South Portland and Hawthorne avenue. However, the property owners have hopes that either the Portland Railway, Light & Power Company or the Mount Hood Railway & Power Company will accept the bonus and construct the line.

List of Well Known Pianos

Now on sale in our exchange department—Steinway grands and uprights, Everett grand—A. B. Chase grand—Estey grand—Kranich & Bach grand, Steck grand—Chickering grand—Chase, Ludwig, Knabe, Conover, Kroeger, Packard, Kingsbury, Kimball, Lester and other upright pianos all in A-1 condition, many look new—all for sale at a tempting price. All marked in plain figures—Sherman, Clay & Co., Morrison at Sixth. **

A pocket comb, penknife and cigar clipper have been combined in a single implement by an ingenious inventor.

CHINESE PENS DEFI

Guardian of Emperor's Sign Decries Forceful Tactics.

LEE MEE GINN FOR PEACE

Reform Association Advocate Says He Will Take Down Banner When He Gets Ready — Fight Laid to Greed for Pension Jobs.

Holding loyally to a Government that is no more, Lee Mee Ginn, head of the Chinese Empire Reform Association, protected by a court injunction, is standing by his guns and breathing defiance to the forces of Young China, whose activities are centered on an effort to force Lee to remove the banner of his cause from his quarters on Second street.

In a letter written by his own hand, in choice English and excellent script, Lee Mee Ginn sets forth his position, and charges his adversaries with selfish motives, in that they seek to grab the pensionary offices now held by numerous Portland Chinese, supporters of the older government.

Stipends of varying amounts, are drawn by Celestials over all the world, in return for services to the crown. Lee Mee Ginn himself, say his opponents, is such a pensionary and is giving value received. That the activity of the revolutionaries is for the purpose of garnering these offices into their own camp, is the main contention of Lee Mee Ginn.

Celestial Is for Peace.

His attachment, however, is not to the Manchus personally, for he admits being a member of the Chee Kung Tong, which seeks to oust the Manchus. He is devoted to the principle of a limited monarchy. He expresses a fervent wish that Dr. Sun Yat Sen may be successful in his efforts to tranquallize the country.

"I regret," writes Lee Mee Ginn, "that statements made by Lee Quinn (local leader of the Young China movement), "are not in accordance with facts, and I doubt if such a pinhead and his retinue are able to distinguish between the meaning of a limited constitutional monarchy and a republican form of government.

"The history of the offending sign goes back to the time of Kang Yu Wei, a reformer who was exiled for seeking the establishment of a limited monarchy. He went to Canada and organized the Bow Wong Woey, which means, an association to support the Emperor.

Association Changes Name.

"When support of the Emperor became a secondary consideration, or was abandoned utterly, the name was changed to the Constitutional Government Association, and nearly all the local organizations changed their banners accordingly. In Portland, however, the old sign was allowed to remain, and its announcement of support for the Manchus is the offense which has aroused the Young China forces.

"Are Lee Quinn and his followers able to exercise the functions of an untainted vote? God help China if such people are recognized!"

Charge is made that when a prominent member of the Reform Association came here recently, Lee Quinn gave him 24 hours to get out of the city, on pain of death.

"Is this true republican spirit of toleration?" asks Lee Mee Ginn.

Coercion Is Fought.

"I am willing," he writes, "and will take down the sign, but will not be coerced in doing so by anybody; Nay, nay; not even by the idiotic, autocratic secretary of the Young China Association."

Under a restraining order of the Circuit Court, the sign still hangs in the upper rooms of the building where the association is quartered. Lee Mee Ginn has not yet complied with the order to burn his copy of the writ, which, it seems, his opponents believe will efface the action of the court.

"When I get ready," says the placid head of the monarchical element. "Not till then."

MILK INSPECTOR SPEAKS

Seattle Official Addresses City and County Medical Society.

G. H. Henderson, City Milk Inspector of Seattle, delivered a lecture Wednesday night before the City and County Medical Society. By means of a series of slides the lecturer showed what has been accomplished in inaugurating scientific methods in the dairies tributary to Seattle. Comparisons of old and new utensils were made and the new method of milking and caring for cows and preparing milk for shipment was shown. Plates were also displayed showing percentage of bacteria taken from cows whose udders had not been cleansed properly before milking was begun.

The concluding slides were taken from pamphlets circulated by the Pure Milk Association last year in New York, showing the dangers from following the old methods of handling milk and explaining the scientific methods as advocated by the association.

FARM WANTED FOR PARK

Peninsula Association Would Buy Mock Ranch for City's Use.

Members of the Peninsula Improvement Association Wednesday night launched a movement for the purchase of the John Mock farm adjoining Columbia park to be turned over to the city for a public park and playground. The tract contains about 35 acres.

The work undertaken by the Association is in line with the efforts of the Greater Portland Plans Association, and if acquired the new park space will be a material advancement toward the achievement of the plan for city improvement toward which the "City Beautiful" body is working. A second meeting of the Peninsula Improvement Association will be held next Monday night and further steps for acquiring the land will be taken.

STEEDS AIDED IS REPORT

Horse Owners' Association Has Success in Roughening Streets.

Results are already being achieved by the Portland Horse Owners' Association in its effort to assist the horse in its daily work by making its footing more safe. At the regular monthly meeting of the association Wednesday night at the convention hall of the Commercial Club committees reported that smooth streets in different parts of the city had been treated successfully with sand and other coverings to roughen them. Adoption of a roughening plan was urged and it was announced that laying of smooth-surface streets in the future would be opposed.

The street sand sprinkler, recently purchased by the association in Spokane, has had several satisfactory private tests and the executive committee was instructed to give a public demonstration of its work in the presence of Mayor Rushlight and members of the City Council.

Seepage of oil from automobiles on the streets, making them slippery and unsafe for horses, was discussed and referred to a committee. This motion also included an investigation of the right of automobile owners to leave autos standing at right angles to the curb.

To ascertain what has become of license money, paid by teamsters and draymen and the collection of which has been declared to be illegal, the executive committee was detailed to investigate. Several members announced that their money was refunded, while others said they were unable to get any satisfaction from city officials.

BOOKLETS SHOW STATE

NORTHERN PACIFIC ISSUES TWO ABOUT OREGON.

"Last Great Undeveloped Domain of West" Is Exploited in Pamphlets for Settlers.

Homeseekers' opportunities in Oregon are aptly advertised in two handsomely illustrated pamphlets now being distributed by the Northern Pacific Railway.

One booklet is generally descriptive of Oregon, while the other deals particularly with Central Oregon. The state publication contains 40 pages besides the lithographed covers. It refers to Oregon as the last great undeveloped domain of the West, and declares that a limited population alone prevents its fertile fields from being cultivated. It predicts that development will proceed more rapidly in the next few years, and urges those who are seeking homes in the state to act promptly lest they be too late. It reviews briefly the history of the state and describes in a general way the topography and physical condition of the state. Particular reference is made to the western part of the state, to the Columbia and Willamette Valleys, Northeastern and Southern Oregon, each section being treated separately.

L. R. Alderman, Superintendent of Public Instruction, describes the state's educational system; W. J. Kerr, president of the Oregon Agricultural College, tells of that institution; H. M. Williamson, secretary of the State Board of Horticulture, writes entertainingly of Oregon's fruit and nut culture; N. C. Maris, of the Rural Spirit, explains the livestock industry; Dr. James Withycombe, director of the Experiment Station at the Agricultural College, discusses agriculture in Oregon, treating the various sections of the state and the several methods of farming under distinct heads; J. W. Bailey, State Food and Dairy Commissioner, handles the dairy industry, and James Dryden, professor of poultry husbandry at the Agricultural College, describes the poultry industry. Each article is accompanied by appropriate illustrations.

The Central Oregon booklet discusses the territory tributary to the Oregon Trunk Railway, in which the Northern Pacific is a half owner, Sherman and Wasco Counties are described as great wheat, fruit and livestock producers; Crook County is lauded for its agricultural wonders, its timber and its power sites; Klamath County's great irrigation possibilities receive due attention, while the dry farming, grazing and irrigated sections of Lake County and the stock ranges and the homestead lands of Harney County are fully explained.

The several enterprising towns of Central Oregon are handled in detail, Madras, Metolius, Culver, Opal City, Redmond, Terrebone, Sisters, Laidlaw, Bend, Lapine, Crescent, Wakefield Crater Lake, the Klamath Indian Reservation, Klamath Falls, Prineville, Lamonta, Paulina and Burns being completely described.

The final pages contain testimonials from Central Oregon farmers, telling of the success they have had in that region. Fitting illustrations are on each of the 48 pages.

The initial issue of these books is 100,000 copies each.

GRADE CROSSINGS O. K.

CENTER ADDITION CLUB ANNOUNCES PLAN LIKED.

Committee, Railmen and Deputy City Engineer Decide Against Viaducts—Case Up Today.

The Center Addition Improvement Club, at a special meeting Wednesday night in the Free Methodist Church, adopted the report of the committee favoring grade crossings on East Fifty-third and other streets with the main line of the O.-W. R. & N. Company. F. Scott, W. N. Coffee, C. Groat, W. H. Thompson and Frank Pierce, the club's committee, accompanied by Councilman William Schmeer and representatives from the City Engineer's office and the railroad company, made investigation of conditions at the crossings of East Fifty-third, East Fifty-second and East Fifty-fifth streets, and concluded that grade crossings and not viaducts are the best for the district.

Councilman Schmeer and Deputy City Engineer Hannum spoke in favor of grade crossings. The club instructed the committee to attend the meeting of the street committee this afternoon and urge that grade crossings be adopted for all the streets in Center Addition that may be extended over the railroad. The railroad company and City Engineer have favored viaducts heretofore.

In the consideration of the widening of East Glisan street between Laurelhurst and East Sixtieth street to 80 feet, it was announced that there is no opposition. William DeVeny, from Montavilla, told what has been done east of East Sixtieth street. It was reported that the total assessment for the widening is $10,165, and that the amount allowed for moving buildings, sidewalks and steps is $8172, which will be paid by assessing lots on each side of the street four blocks back. The assessments are $10, $7.50 and $2.50 a lot.

ROAD RULE UPSIDE DOWN

Complaint Made That Italian Gardeners Always Keep to Left.

Persistence in following the continental rule of the road, on the part of alien citizens who have not learned the American way, is causing great trouble to automobile drivers, who have appealed to the Chief of Police for assistance.

America is about the only country where "turn to the right" is the rule for drivers, and recent arrivals often have difficulty in reversing the schooling of a life time to conform to it.

Italian gardeners living on the eastern outskirts of the city are the present offenders. It was reported to the police yesterday that many of them, driving in on the Sandy boulevard, keep persistently to the left, to the great inconvenience of traffic. Mounted policemen have been instructed to regulate their movements.

Don't Let the Railway Grab it Today

All day long residents and lot purchasers in the Sandy Road district have been thronging into our office or sending in authority to have us act for them in the matter of endeavoring to get the Portland Street Railway Company to give them the proper service on Sandy Road.

We are doing all in our power to convince the street committee that it is against the interests of residents of that district to grant a franchise for a SINGLE TRACK. Private agreements, such as have been issued by the Railway Company or individuals of the Railway Company or promises of their representatives are no good as far as the franchise goes. Remember, it may be your little assistance that will help to get for all the people of that district what is desired, so you who are voters want to watch well the committee which has this in charge.

The street committee is composed of Mr. Wm. Schmeer, Mr. George L. Baker, Mr. Allen Joy, Mr. Thomas M. Monks, Mr. James Maguire, Mr. George D. Dunning and Mr. John H. Burgard.

It will meet at 1 o'clock today to discuss this franchise. Several of the members of the committee who have been interviewed on this question express the intention of dealing right with us. Watch closely what the others do.

The franchise is the most valuable asset that the Street Railway Company has. If it wasn't worth money, they could not water their stock. If it is worth money, then it is worth looking after, and you who are interested in that district should look into it just as carefully to see that you are properly protected as the Street Railway Company will look into it to see that they can get everything possible on as few written promises as possible.

This is the last chance to do anything before the committee meets, so do it before ONE O'CLOCK.

The FRED A. JACOBS COMPANY
LARGEST REALTY OPERATORS ON THE COAST
146 Fifth Street Portland Oregon

A MOTHER'S DUTY

It is the duty of every expectant mother to prepare her system for the coming of her little one; to avoid as far as possible the suffering of such occasions, and endeavor to pass through the crisis with her health and strength unimpaired. This she may do through the use of Mother's Friend, a remedy that has been so long in use, and accomplished so much good, that it is in no sense an experiment, but a preparation which always produces the best results. It is for external application and so penetrating in its nature as to thoroughly lubricate every muscle, nerve and tendon involved during the period before baby comes. It aids nature by expanding the skin and tissues, relieves tenderness and soreness, and perfectly prepares the system for natural and safe motherhood. Mother's Friend has been used and endorsed by thousands of mothers, and its use will prove a comfort and a benefit to any woman in need of such a remedy. Mother's Friend is sold at drug stores. Write for free book for expectant mothers which contains much valuable information.

MOTHER'S FRIEND

BRADFIELD REGULATOR CO., Atlanta, Ga.

The Army of Constipation

Is Growing Smaller Every Day.

CARTER'S LITTLE LIVER PILLS are responsible—they not only give relief—they permanently cure Constipation. Millions use them for Biliousness, Indigestion, Sick Headache, Sallow Skin.

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SMALL PILL, SMALL DOSE, SMALL PRICE

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HEADQUARTERS FOR NORTHERN VISITORS WHEN IN SAN FRANCISCO
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EVERY ROOM WITH BATH.
American plan from $4 a day; 2 persons from $7 a day.
European plan, from $2 a day; 2 persons from $3.50 a day.
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Geary Street, above Union Square
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New steel and brick structure. Every modern convenience. Moderate rates Center of theatre and retail district. Or car lines transferring all over city. Electric omnibus meets trains and steamers

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European Plan —— $1.00 per day and up

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This Winter. Orange groves in full bloom, tropical flowers, famous hotels, historic old Missions, attractive watering places, delightful climate. You can see it at its best via the

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A strictly high-class train in every respect, unexcelled dining-car service, quick time and direct connections to all points south.

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With only three horses to every 100 persons, Switzerland has the smallest equine population of any country.