

Thanksgiving Day Marks Opening of Season

White House Family Gives Thanks for Safe Return of President and Wife, and the Longworths From Foreign Travel—Vice-President and Mrs. Fairbanks Reopen House in Capital—Gossip of Washington.

WASHINGTON, Dec. 1.—The 26th anniversary of the celebration of Thanksgiving in America is being observed in a manner which is not only the most interesting but also the most unusual in the history of the nation. The festival is being observed in a manner which is not only the most interesting but also the most unusual in the history of the nation. The festival is being observed in a manner which is not only the most interesting but also the most unusual in the history of the nation.

uncle, which occurred about the time her father was planning to travel. However, she stayed two seasons before going abroad to continue her studies with her sister, to whom society has ever been more attractive than books. Indeed, so different are the inclinations of the two girls that one might be called the "shaw bookworm" and the other "the butterfly."

er affair, celebrated at the Summer home of the bride's father, the North Washingtonians are, therefore, just now being given an opportunity to fete the couple as a wedded pair, with the result that if present plans are carried out, the bride and groom will be an everyday occurrence after the coming of Congress.

In Washington it has long been recognized as the day when official and resident hostesses proclaim their readiness for the winter season, entertain guests, and those without a roof-tree of their own are generally invited to share for the night the hospitality of a more fortunate friend's home. During the early part of the week all incoming trains were laden with returning householders. Some, like the President and his wife, who are just returning from Panama and Colon, and Senator and Mrs. Foraker, who attended the New York horse show, have been here before this autumn, while others, conspicuously the Longworths, who are set, are gathering for the first time since the adjournment of Congress and the Summer vacation.

In anticipation of their early appearance as members of the innermost circle of the White House, the President's secretary of Commerce and Labor and Mrs. Oscar Straus have taken a large residence on Sixteenth street, and expect to establish their headquarters there on December. This is taken as an indication of much hospitality to follow, as there are no young people to share the home with the President's secretary of Commerce and Labor and Mrs. Oscar Straus.

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Special thanksgiving was due from the White House family, since the heads of the household have been safely brought home from a trip to semi-foreign regions, and the eldest daughter and her husband are also "right side up with care" in Washington, after being exposed to perils of travel by land and sea. Besides the usual family party, there were invited to the President's table on Thanksgiving day a few intimate friends, who, like the retiring Attorney-General, have no family affiliations in the city.

Mr. and Mrs. Nicholas Longworth, who, as everybody knows, have been traveling almost continuously since their marriage nearly a year ago, returned to Washington in time for Mrs. Longworth to spend her Thanksgiving giving day as a matron, with her father at the White House, the week end afterward being occupied with household duties. Mrs. Longworth, with her laudable ambition to get settled for the season before Congress convenes. This task was no small undertaking, as her husband was not only a busy man, but a taker more than half the time since she took possession and installed there in the most wonderful collection of gifts ever gathered from Maryland to Louisiana. It takes one back to the Old White Sulphur Springs of Virginia, when that resort was the rendezvous for the best in health and beauty and culture of the time in America. The first night of the story's presentation here Secretary Bonaparte entertained enough friends to fill two boxes at the theater in which it was given.

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Cards are out for the season's first state dinner at the White House, to be given December 12, to officials and their wives, officers and their wives. Two days later Mr. and Mrs. Fairbanks will inaugurate their official entertaining by the holiday dinner and Mrs. Roosevelt, on Thursday, December 20, Secretary of State and Mrs. Root will give the first of a series of dinners which members of the Cabinet will give in honor of the President and his wife on alternate Thursday evenings until the beginning of Lent. As the Cabinet members will have a regular day off every Thursday to go around, which leaves at least two state dinners to be given as Post-Easter affairs, thus adding to the social importance of the Spring season.

Less fortunate in point of exemption from returning calls is her friend, Mrs. W. Murray Crane, who, as Miss Josephine Porter Boardman, was a member of the now famous Taft party, and who will have a regular day off from Massachusetts, like that of Mr. and Mrs. Longworth, was the culmination of a romance begun under the auspices of the former Secretary of State's Boardman wedding was a warm wedding.

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Secretary of the Treasury and Mrs. Shaw will change their usual mode of entertaining by giving a tea December 10, when they will present their second daughter, Miss Roosevelt, to the public. The affair will be given at the Arlington Hotel, where the family will remain until the retirement of the Secretary in February. The elder daughter, Miss Roosevelt, was formally presented, owing to the death of an

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Dazzling Display at New York's Horse Show

Gowns of Beautiful Women and Sparkling Jewels Attract as Much Attention as Equine Aristocracy.

NEW YORK, Nov. 26.—(Special Correspondence.)—The week in theatrical circles was brilliant not only because of the opening of a number of magnificent plays, but also because of the horse show, many theater parties whose gowns vie in attractiveness with those on the stage. Just a word for the Horse Show, which opened Monday and was only less brilliant than last year in so far as Prince Louis of Battenberg was not present. It is one of the most impressive scenes that one can well conceive, and while it may sound ridiculous to say so, the horses are almost as beautiful and as distinguished-looking, because they are in the first place the handsomest specimens of equines in the world, and it is positively astonishing to note the actual refinement just as clearly defined in the animal as in a human being.

ments among those who take music as their lifework. Bispham studied with teachers of more versatile and easy. Among these was Herman Vein, the American actor associated with the British stage for years, and who played the part of "Olivia," with Ellen Terry in the title role, which she later played so often with Henry Irving. Whether it was his admiration for the man or the part, he would not be easy to say, at all events every time Bispham saw the production he admired the character of Vein as one of the vital forces in Bispham's life, since the singer looks upon him as his teacher, and it may be that subconsciously he was preparing himself for the part, and which he may be expected to crown one of the most notable and distinguished careers in American art.

ordinary playwright's hands. The hero is John Steidman, who is filled with the dream of ideal social reform, and is in any sense an anarchist, nor does he sympathize with this type. His love affair is the point of supreme interest, and the girl is a very different type of capitalist who cannot gain the consent of her wealthy father to her marriage. The affairs of the heart are further complicated by politics in so far as Louise Stolbeck, a daughter of the people, the child of an illiterate member of a "Federated Brotherhood," is violently in love with the hero, who is accused by the brotherhood of pleading on the wrong side to settle the great strike on account of Vein's part. Miss Crosby, who is the supposed bribe extended by her family. This, of course, gives a wide opportunity for the actress to make the most of the best of their opportunities. Effie Shannon in the part of Grace Crosby presented rare subtleties in a combination of power and delicacy, while Dorothy Donnelly was a striking contrast and equally artistic. She carried her audience in the hysterical and melodramatic moment, which, all things considered, was probably a necessary act. Herbert Keiley appeared in a role totally different from those parts in which we have known him, but they were all interesting and well acted, and it is to be hoped that deep human stroke in everything he does and says, in fact, in his very appearance. His share in the unraveling of the problem was that of the senior partner of the "federated" companies, who, notwithstanding the fact that he is an "old business man," still pleads for and is swayed by the "new" man, Orin Johnson, made a very attractive hero, one which well warranted the affection of both girls as well as the "matinee girls."

Madison Garden covers an entire block, with the exception of the corner known as the Garden Theater, where "Mrs. Butterly" is now playing to sold-out houses every night. The center of the house, of course, is given up to the rings, while the galleries in amphitheater hold the boxes and seats. Against the draped background of orange and black the evening costumes are a study in contrast, although the house is so extremely large that there is no possibility of seeing details except at close range. There was not a single empty box, and these were filled with people known wherever society is mentioned. The prevailing colors seemed to be turquoise blue and gray, but white predominated. The jewel display was something positively dazzling. Among the entries of note were the heiress of C. W. Watson, of Baltimore, who had the largest number; Reginald Vanderbilt was second, and Judge W. H. Moore third. Then came the Edmore Farm and Alfred Vanderbilt's Oakland Farm. Eben D. Jordan, of Boston, had a fine showing, and Miss Giulia Morozini appeared in the harness class with her brown mare "Glorious." She was gowned in mauve with a large picture hat to match, and being very popular in society there was distinct disappointment when Alfred Vanderbilt's "Rustling Silk" took the ribbon against her. Miss Hooley, of Moorestown, rode in a saddle class, and Miss Benver Webb, a very young miss, rode in the pony class, and made an attractive picture in her black habit astride her long brown curls hanging from under her derby. She received a red ribbon. The greatest success manifested in the Arab Beating Star, exhibited by John H. Thompson, and imported in the interest and through the energy of Homer's report.

The production was an instantaneous success according to the press dispatches received in New York, and the criticisms from London just received. The nature of the success may be understood from Bispham's remarks as follows: "The 'Vicar of Wakefield' produced here last night was an instantaneous success—that is if the old-fashioned emotions are to be trusted. I held that a simple heart-interest would be a power still, and I was proven to be right in my judgment. It repeated scenes and much certain calls, and laughter and close attention and tears and cheers mean what I need to mean, then the piece went home."

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After all was over there was no denying the demand to see Liz Lehman and her company on Monday night. These were the "Daughters of Men," by Charles Klein; "The New York Idea," by Langdon Mitchell, for Mrs. Fisk, and "Sir Dromony," by Haddon Chambers. "The Daughters of Men" at first judgment seemed to be a worthy successor of "The Lion and the Mouse." This it is from the standpoint of Mr. Klein's purpose, but it is certainly a very different spirit, it is clearly the work of an enthusiast, if not a fanatic. Mr. Klein has taken as his theory the brotherhood of man, and this is not evident in stagecraft enables him to handle such subjects which live only through human interest, and which would hardly lend themselves to the stage, through an

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A personal letter from David Bispham states that the opening performance of "The Vicar of Wakefield" in London produced November 12 was an instantaneous success. Mr. Bispham, to whom the part had appealed for many years, induced Liz Lehman, famous for her Berlin Garden Cycle, to write a romantic opera around the well-known story. There is a strange coincidence in the materialization of this dream, which began in the very earliest days of Bispham's career. His period of study is one of the most remarkable in the history of any artist, and if one could persuade all students to work as he did there would be fewer disappoint-

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Do "Speculate"—Have Made a Sure Life Income for You

I Will Make Millions—Invest With Me—If You Want to Share With Me You Must Come Quick—Your Money Will Grow Into Thousands

I ran a machine shop and brass foundry in Minneapolis. I did repair work for the Electrical Street Railways of St. Paul and that city. I was so successful as a mechanic and electrician in this repairing that I was requested to change every dynamo put in by the General Electric Co. I saw all the troubles of the street railway managers. I found the present system of running streetcars was entirely wrong. I found I could get more power, greater speed, more safety and comfort by running cars with electro-magnets direct than by the roundabout, mixed-up systems now used by electric railways.

I have always been a successful manufacturer and inventor. I have had charge of 200 expert mechanics at one time. All of my inventions have made great successes and enormous sums of money. The great successful barb wire business today is built on my patents.

The best money being made today in the manufacturing of harvesting machines is very largely based on my invention.

I invented the first switch and turn-out that prevented the trolley wheel on trolley cars from constantly jumping the wire at crossings.

For fourteen years I have studied how to make cars run faster, cheaper, safer than ever before. I am done experimenting.

I Have at Last the Greatest Invention of This Century.
It will remodel the whole railroad business. There is not a railroad in this country but that will sooner or later be compelled to adopt my system, because it is cheaper, faster, safer and more money-making than any other system.

I absolutely control the next great step forward in the railroad world in my patents. Why? Because steam has run its limit. Steam cannot run a train 100 miles an hour and keep it up. The trolley and present third-rail systems cannot be depended upon for long distances. Their motors are likely to burn out any minute. With my system I can run a train any distance in any kind of weather, without a hitch or breakdown. So to 200 miles an hour with perfect safety. By my system, if a wheel broke or a rail broke the cars would stay exactly in position on the track. They could not do otherwise. They could not jump the track at any speed. It would be impossible to run my cars off the end of a track into a river where a bridge is open. My car would stop itself, even if the levermen were asleep.

I know this whole system to be a success, because I have tried it for two years. During that time millions have tried to get control of my system, but I would not let them, because I preferred to protect my own and small stockholders' investments.

Charles T. Yerkes offered me \$100,000 if I would throw my invention on the scrap-heap and forget it. He did not want to be compelled to change his old car system.

Tom Johnson, of Cleveland, offered to furnish \$200,000 for my patent rights for over eighty miles an hour.

Wall street capitalists have made five different attempts to gain control over the Leffler Electric System, and Wall street generally knows a good thing when they see it. I could not afford to let these big moneyed interests get control. I preferred to go to the small investors, to the people who want to make small, but safe and sure investments. I have therefore bound myself to this company, and to every man who makes an investment in this company will get a square deal. This is a square deal from start to finish.

PAUL W. LEFFLER.
Inventor of the Leffler-Magnetic Railway and Signal System. Inventor of machine to make Barb Wire. Improvements to Harvesting Machines. General Manager and Consulting Engineer of Leffler Electric System.

This Stock Advances to \$4.50 at Midnight, Saturday, Dec. 8th

things as this do not come more than once in a century. It is up to you to act carefully, wisely and intelligently. Invest your money in the Leffler Electric System. Find out for yourself that I have the greatest railway system ever devised, and don't invest one cent unless you are perfectly satisfied I have just what I claim to have. Ask all the questions you want to and I will answer every question honestly and squarely.

The Business Will Be Immense.
Because before long we will be putting my system on all the standard, street and interurban railways. Just think what an immense business that will be. One company alone now employs 12,000 men to make the present electric railway equipments and cars. Another firm employs nearly as many more. There are also thousands of men employed making standard locomotives and equipments. All of these will be back numbers, and will have to go out of business. My system will take their place and will employ thousands more.

Investigate Us Carefully.
Come and see this most remarkable invention of the twentieth century. It does not come to any one once in a hundred years, to get in on the ground floor on a proposition bound to make millions. It is the next great forward step in the railroad world. It means the ultimate changing of every present street and street railroad over to the Leffler system, not only because it can run faster, but saves about half in operating expenses and thousands of lives.

About the Stock.
It means faster and cheaper travel and greater profits to the railroad managers and stockholders. I cannot describe the system fully here. I have done this in a booklet, which I will send you free for the asking. If you can't take but ten shares get the booklet and learn fully all the wonders of this simplest, most perfect system ever devised. It will set you to wondering that some one did not think of this marvelous idea before.

Points to Remember About the Leffler System Taking the Place of Present Steam Railways.
It does away entirely with locomotives, heavy motor cars, electric engines and all other similar heavy and expensive machinery. A speed of 80 to 200 miles an hour can be regularly reached and maintained for any distance. Runs winter and summer alike. Not affected by any other weather condition, sleet, rain or any other weather condition. Trains can be started and stopped quickly by any other system and without discomfort to passengers. Power houses can be placed 200 miles apart. No brakes are required. The stopping is done by reversing the current. There is no hastening of the wheels and consequent joggling of the cars. Wheels do not grind on the rails and depressions are made. It is easier on the roadbed and car, and practically no repairs will be needed.

This Contract Means
That this company will pay you full value for every share of stock you buy out of the royalties paid by railroad companies using my system. You can pay for fare or freight on any road using my system. You can also pay for every road that uses my system. You will have to pay our company a royalty every year simply for the right to use it. Money, which will be paid to you soon as you use these certificates as to pay cash, and the certificates would be of no value.

Shrewd Investments Make Fortunes.
Every share of stock in our company is on the square. Not a dollar's worth of stock is sold at a profit, but the present exactly the same footing or standing that every other share or dollar represents.

Be Quick and Get a Sure Life Income.
For every 10 shares, \$40 cash.
For every 100 shares, \$400 cash.
For every other number of shares, up to 5000 shares at the same rate.

Points to Remember About This System for Street Railways.
There are no overhead wires, no third rail, no slip in the street, no underground trolley, no obstructions in the street. Can be run faster, safer, easier and more comfortably than any other system known. It is cheaper to operate, uses a half less fuel at power-house, is cleaner, surer and quicker in operation than any other. Cannot be stopped by sleet or snow storms, rain, ice, grease, dirt or any other similar obstructions on the track. It cannot produce electrolysis of water pipes or other electric lines, which is now such a heavy expense to cities under the trolley. It cannot interfere with any other electric lines, requires less current than other systems, and develops greater power. It is all controlled by one lever, and it is under the most absolute control, anywhere and under all conditions. It is noiseless, since there are no gears, motors or other machinery to grind, squeak or rattle. There are no obstructions of motors, because there are no motors to burn out. It is impossible for man or beast to get a shock from an electric current.

What Expert Engineers Say.
I am not the only expert engineer in this country who have carefully examined my system and ridden on my car, and they have written reports on what they saw and found. These engineers are: John Ericson, City Engineer of Chicago; Karl W. Johnson, Consulting Engineer of Chicago, and E. W. Cappel, former City Engineer of Minneapolis, Minn. They declare the system successful, simple and practical and point out many other features wherein the Leffler system is an immense improvement over any other system now known to be in existence.

My Automatic Signal Service.
I absolutely prevent collisions. Everywhere a car moves it sends signals ahead which are considered as a warning of any weather condition. My signal system does not require either hand or mind of man to operate. No wires or poles are exposed where storms can blow them down or interfere with them. If through some accident a signal is broken, it is otherwise put out of commission another signal immediately takes its place. Every signal is under the control of the driver, who has nothing to do with them, but they are so arranged that they are foolproof. Every signal works automatically, can run fast, but saves about too closely, head-on or from the rear, an electric bell rings vigorously in the levermen's ears.

Our Easy Monthly Payment Plan.
For every 10 shares, \$8 cash and six monthly payments \$5.00 each.
For every 100 shares, \$80 cash and six monthly payments \$50 each. Total \$1400.
Any other number of shares, up to 5000, at the same rate.

Wireless From Dr. Stork.
NEW ORLEANS, La., Dec. 1.—When the Mallory steamer Concho, New York to Galveston, was 115 miles off Southwest Pass last night, her wireless operator

Cars Under Absolute Control.
It is all controlled by one lever. The leverman starts, stops and reverses with Mail Orders bearing postmark up to midnight December 8 will be accepted at present price. The undersigned is our Fiscal Agent for the West. To accommodate those who cannot call earlier, my office will be open every evening this week until 9 o'clock. Address all inquiries and orders to

LEFFLER ELECTRIC SYSTEM, (Inc.), CHICAGO
This Leffler Electric Train Will Run 80 to 200 Miles an Hour Without the Possibility of Jumping the Track, Swift, safe, sure

Mea culpa! Mea culpa! It is impossible to conceive why the writer mistook the "Measure of a Man," by Miss Cora Maynard, which was withdrawn last week as stated in the letter for the new play of Charles Klein, "The Daughters of Men," which only opened Monday night at the new Astor, and which enjoyed a tremendous success. It is probable that "business" will hear him reiterate his "Now, what do you think of a critic that does not know a Liszt Rhapsodie from a Strauss Waltz?"

At the same time could one be surprised if, at the end of such a day, a critic could not tell a Bach Fugue from a Debussy waltz?
EMILIE FRANCES BAUER.

R. H. JOHNSTON, Fiscal Agent
425-427 Fleidner Building, 10th and Washington Streets, Portland, Oregon

At the Lyric Theater Mrs. Fiske is being presented for the first time in comedy and yet the play itself, "The New York Idea," can hardly be called a comedy, dealing as it does with the divorce theme. The play is certainly an interesting and comical almost to the point of farce at many moments. In a word, it is a good entertainment for those who will take it from the surface comedy for the sake of its brilliant dialogue and its comical situation, and just why New York should have been made to carry the burden of the name is not evident. A divorce is not quite so popular in New York as elsewhere. The story is woven around John Karslake and his divorcee, Mrs. Cynthia Karslake, who, after a few months of freedom, is on the point of contracting marriage with Philip Fillmore, a Supreme Court Judge, who has also passed through the divorce courts. Mrs. Cynthia Karslake, who, after a few months of freedom, is on the point of contracting marriage with Philip Fillmore, a Supreme Court Judge, who has also passed through the divorce courts. His former wife, Mrs. Vida Fillmore, is also ready to marry again, and that comical situations abound may be easily surmised in the fact that all these people

the Henry W. Savage Company now at the Garden Theater, where seats are sold out until Christmas time at least.

concert in one place, a song recital in another and what would be impossible to say. At all of these places the critic is supposed to remain throughout, and should he take the word of the programme that the last number will be a Liszt Rhapsodie and the artist decides to make it a Strauss Waltz, the probability is the poor offender will hear his readers say, "Now, what do you think of a critic that does not know a Liszt Rhapsodie from a Strauss Waltz?"

Cubans Turn Magoon Down.
HAVANA, Dec. 1.—The prominent leaders of the Moderate party met today, and it was decided unanimously that the Cuban Senators and Deputies should refuse to resign should Governor Magoon request it at a conference tomorrow.

Increases Stock \$150,000,000.
MADISON, Wis., Dec. 1.—The Chicago, Milwaukee & St. Paul Railroad today in order to meet the Secretary of State's increasing the company's capital stock \$150,000,000. For so doing the company said \$150,000.