President Entertains Cabinet at Dinner

Members and Their Wives His Guests at Brilliant Function-Mrs. Strauss Will Join the Official Set.

Band will strike up a march in response to the leadership of Lieutenant Santelman, and the President, with Mrs. Root, the premier lady of the Cabinet, on his arm, will lead the way to the dining-room followed by the cabinet officers and the cabinet of inet officers and their ladies in the order of their succession to the Presidency. Next come the score or more specially invited guests, Mrs. Roosevelt bringing up the rear with Secretary of State, Hon. Elihu Root. The same care will be observed in seating the guests for the matter of precedence is not to be lightly handled in official circles lest there be a real tempest in the teapot.

Besides being the first formal function of the season the Cabinet dinner, will be memorable as the last time the present Cabinet circle will dine with its chief, or, indeed, be scated at any dinner table together, as although the Vice-President and Mrs. Fairbanks are entertaining in honor of President and Mrs. Roosevelt this evening, and the Secretary of State and Mrs. Root have cards out for a dinner in their honor

assist at a state gathering at the White House. By that time, if all goes well in the Senate, Mrs. Victor Metcalf, of California, though a junior in point of years, will be one of the senior hostesses in the official family, and her place at the foot of the line be taken by Mrs. Occar, Strause of New Yorks of Services of New Yorks of and her place at the foot of the line be taken by Mrs. Oscar Strauss, of New York, who will have the distinction of being the first representative of her race to stand in the receiving line at a haps, fortunate that none of them is oil the straight of th

and never falled to please. Mas-ter Harold Hoff, the boy ballad-ist, will have a new song, with beautiful illustrations, and the Grandi-

film showing an amusing story. These acts enumerated are all of recognized

standing in the profession, and the pa-trons of the Grand are assured a pro-gramme in keeping with the high grade

of entertainment invariably found at this

be the last of the singing comedictia, "For Sweet Charity," the very comical skit, "The Messenger Boy and the Ac-

tress" and the many other clever turns and specialties. A visit to the Grand is as satisfying as a Christmas present, and

PANTAGES DOUBLE FEATURE

Big Spectacular Act Secured to Head

the New Bill.

Double features are no longer a vaude

ville luxury but a necessity and the

Pantages audiences have come to expect at least two distinct lead-line acts, Dur-ing the week which ends today the big

acts have been supplied by the Hagenback

trained bears and the Wilson comedy quarter. During the new week Jeanette

Laurelle in her great series of spectacular displays and the Mangeans in their acro-

Miss Laurelle has succeeded in devising

made good at each place presented since

have an acrobatic specialty which has met with great applause in San Fran-cisco and other big cities. The Man-geans are far different and far more

clever than the ordinary run of acrobats.

These headliners, of course, are supplemented by the usual array of talent,

selected from the best available material. In securing each week's bill many ap-plicants are tried out and only the very best are selected. The salaries paid by

the Pantages circuit is an inducement for the very best performers. No circuit in the country will pay more for a good act.

The Regals, blackface specialty men, are

with them up-to-date jokes and songs. They are followed by LaMar, the clever monologist, who was the season's hit at Scattle last week.

W. H. Pollard, eccentric tuggler, has an act that is as good as the best. Jug-gling is a fine art as practiced by such

White will sing a new illustrated

skilled performers as Pollard.

fresh imports from the East, who bring

machine will be provided with a

THE BILLBOARD

possible daring feat on a bleycle. A singing and talking act will be the contribution of Will Tegge and Anna Dantribution of Will Tegge and Will

W ASHINGTON, Dec. 10.—(Special Correspondence.)—On Thursday, December 12, the custain will go up on what promises to be a brilliant social season for the official world at the Nation's capital. The opening event will be the first in a series of state dinners at the White House, when, according to a 20-year custom, members of the cabinet and their-respective wives will be the President's dinner guests of honor.

Promptly at 8 o'clock the Marine Band will strike up a march in response to the leadership of Liouteannt strike up a march in response to the leadership of Liouteannt strike up a march in response to the leadership of Liouteannt strike up a march in response to the leadership of Liouteannt strike up a march in response to the leadership of Liouteannt strike up a march in response to the leadership of Liouteannt strike up a march in response to the leadership of Liouteannt strike up a march in response to the leadership of Liouteannt strike up a march in response to the leadership of Liouteannt strike up a march in response to the leaders accompanying them.

Naturally, the most picturesque figures in the ladies accompanying them.

Naturally, the most picturesque figures in the group will be the Chinese Minister and in the group will be the Chinese Minister and whom wear very gorgeously embroidered robes with the quaintest headgear imaginable. It is expected that Sir Chentung, who is a widow ower, will this year be accompanied by his young daughter, though she has not yet been formally presented to society. Miss Chentung is a pretty girl, still in her teens, with a wealth of long black hair, which she wears in simple style in keeping with the Chinese dresses to which she clings in spite of her American ways. Since coming to Washington three years in the gladership of Liouteannt were promised to society. Miss Chentung is a pretty girl, still in her teens, with a wealth of long black hair, which she wears in simple style in keeping with the clinese dresses to which she wears in simple style in keeping with t

Besides the Minister's family there are quite a number of children of the at-taches of the Legation, all of whom have adopted "Old St. Nick" as the patron saint of their Yuletide holiday, and great expectations are voiced hourly around the home of China's official representatives home of China's official representatives in America. However, a few of the semiors have lately agreed that the old fellow is a "cheat," and have joined the Minister's daughter on her Christmas shopping excursions, their interest in the season's novelties, adding to the galety of other shoppers. The little, almondeyed group is usually chaperoned through the stores by Mrs. Yung Kwai, the Massachusetts woman who some years ago became the wife of the secretary-interpreter of the Chinese Legation, and has preter of the Chinese Legation, and has been hostess of the building since the departure of Madame Wu, whose hus-band was succeeded as Minister by the present incumbent.

The children of the Turkish Legation are not so fortunate as to have a real American "mother superior" to guide cards out for a dinner in their honor next Tuesday, custom now decrees that a different company shall be assembled every time the President dines away from home, the idea being to bring a larger group of people within the radius of his acquaintance, and was original with Mrs. Root when she was "Mrs. Secretary of War."

The old year will have died and a new one taken its place before the Cabinet ladies again go ensemble to cases at at a state gathering at the Christmas to this extent is Minister Che-kib Bey's concession to the American

President's reception. The occasion will be the diplomat's New Year's greeting to President and Mrs. Roosevelt, and one of the season's spectacular events by reason of the brilliant uniforms worn by the gentlemen of the ments at the Arlington Hotel. Accord-

CONTINUED FROM

of State and Mrs. Root, who will also have President and Mrs. Roosevelt as their guests on Tuesday evening. In addition to their own invitations, the British Ambassador and his wife are entertaining a house party of the Boston and New York frends of their young daughter Miss. young daughter, Miss Josephine Dur-and. The latter, with her out-of-town guests, will be given a dinner on the 19th by General and Mrs. Robert Shaw Oliver, whose daughter, Miss Marian, has been Miss Durand's most intimate chum in America.

Before the departure of Miss Dur-and's guests from the Embassy, Vis-count Turnoir, of London, will have arrived to be Sir Mortimer's guest during the closing weeks of the latter's stay in this country. The Viscount is heir to the Earl of Winterton, first cousin of the Duke of Marlborough, and a descendant of the Speaker of the and a descendant of the Speaker of the House of Commons when Charles II was restored to the British throne. The family residence, Shillinglee Park, is a beautiful house, full of art treasures, said to be awaiting the care of the American girl who falls a victim to the charms of the most boyishlooking young peer to come a-wooing in America these many moons.

Apropos to the arrival of the Vis-count is the oft-reported and as oft de-nied engagement of Miss Theodora Shonts, daughter of the chairman of the Panama Canal Commission, and the Duc de Chaulnes, of France. The ac-quaintance of the young people began last Summer at Dinard, and is said to have progressed into a deeper senti-ment during a subsequent visit to Paris, where Mrs. Shonts and aer dughters received much attention from the Duc's sister, the Countess d'Uzes. Miss Shonts' friends on this side hope there is no truth in the report, a sae is considered too clever and too hand-some a girl to follow in the footsteps of the Countess de Castellane, formerly Anna Gould, of New York, whose un-happy marriage to a French fortune-hunter has recently been well aired by the international press. GRACE PORTER HOPKINS.

Mack, is playing Lachlan Campbell in "The Bonnie Brier Bush."

Jennie Yeamans, a great favorite in New York and on the road a few years ago, died in New York on November 28. She appeared by Mr. and Mrs. Perkins Fisher. A special added attraction will be the greatest trick and fancy bicycle act in the country. This turn, by the three Hiltons will open the eyes of people who imagine that they have witnessed every pressible during feat on a playele. here a number of times.

Mildred Blanchard, the famous English tragedienne, will tour America next year in

William B. Mack, whose Schram in "Leah Klescana" will be remembered by Portland sudiences, has left Mrs. Pisk's company.

ribution of will legge and Anna Dan-iels. Joe Belmont, the human bird, is a whistler of renown and his bird imi-tations are said by experts to be abso-lutely perfect. An eccentric acrobat and barrel jumper is Beauchamp. He is one of the few men in his specialty who are rated as without a superior. Lotta Crabtree bought Hal Direct, son of Direct Hal, the famous racenorse, at the New York Horse Show sale at Madison-Square Garden on November 27. The price paid was \$6900.

of the few men in his specialty who are rated as without a superior.

Music lovers will find Cheveriel, the trick violinist, a wonder with this instrument. He can extract the sweetest harmony with the most commonplace articles. This performer has appeared in Portland on former occasions and never failed to please. Massiand attempt to burn the American the second in the morning of the race. A revolving table and a drugged glass are the mediums used, but the girl sees what has happened and deftly turns the table so that the drug comes back to the Italian accomplice. This performer has appeared in Portland on former occasions sensational attempt to burn the American has been invited to give any lower than the garden.

an open air performance of "Rip Van Win in the Catskill Mountains, next August.

John Louis Berry, associate editor of Clay's Review, a Denver publication, has placed with Rose Coghlan a one-act play called "The Necklace," that she intends to produce in Winnipeg in the near future. Mr. Berry is a forceful writer, who has written many able reviews of plays presented in the Denver theaters.

Lena Ashwell has obtained the English rights to the Hopwood-Pollock play. "Clothes," in which Grace George is now ap-pearing at the Manhattan Theater. Miss Ashwell expects to produce the piece in London next April.

Cyril Maude's new London theater, The Playhouse, is to be opened on January 26. The theater will have no 'pit,' the whole of the ground floor being devoted to stalls.

Beerbohm Tree is to produce Shakes-peare's "Antony and Cleopatra." Constance Collier is to play Cleopatra.

Volumes Added to the **Public Library**

J. Palmer Collins, formerly with Andrew

ican's car by setting fire to the garage,

but after hard work, the hero smashes the door in and drives his car uscathed from the smoke and flames.

And then the race! The huge mon

sters dash away from the line like a projectile from a gun. The villain at-

empts to wreck his rival's car, but is

foiled by the girl, who is keeping close watch on the Italian's movements. Many sensational and comic episodes

of the race are seen, including the dash around the dangerous curves and the flash along the straightway at from 90

to 100 miles an hour, to the finish. The

hero wins the wager and a charming

IN STAGELAND.

Catherine Counties is now leading woma at Keith & Proctor's, One Hundred an Twenty-Fifth-Street Theater in New York.

POLLOWING is a list of volumes added to the Portland Public Library during the last week:

specialty will furnish the double PHILOSOPHY. Adamson-Development of modern philsomething new, airy and attractively fas-cinating. With her assistants she puts on a spectacular act, "La Ciel," that has osophy, 2 v. Alexander-Moral order and progress,

d. 5, Chapin—Vital questions, Fanshawe—Liquor legislation Inited States and Canada, RELIGION.

Gardner-Conflict of duties and other essays.

Helps to the study of the Bible.

Mellone—Leaders of religious thought

n the 19th century.

SOCIOLOGY. Carney—How to buy and sell real estate. Dike—British Empire. Haydn—Book of dignities ed. 3. Lewis—Essay on the government of de-Lowell-Governments and parties in Continental Europe.

Massachusetts, Labor Bureau of—Cotton nanufactures in Massachusetts and the

P. Q.—How to buy life insurance.
P. Q.—How to buy life insurance.
Parsons & Albertson—Rallways,
trusts and the people.
Wray—Jean Mitchell's school. PHILOLOGY.

Ahn-New practical grammar of the Dutch language, ed. 7.
Hatzfeld & Darmesteter-Dictionnaire general de la langue française, 2 v.
Smith and others-International English and French dictionary, new ed. 2 v.
Sweet-Short historical English grammar. song and the moving pictures will present a thrilling drama, "The Thieves," show-ing the advent of automobile robbers and sweet-Student's dictionary of Anglo Today marks the final appearance of the Victor-German pronunciation, ed. 3. wrestling bears. These glants are as gentle as trained dogs, but their wrestling as is a rough-and-ready affair in which the stage reverberates with the struggle

SCIENCE. Sachs-History of botany (1530-1860) rev. Schillings-Flashlights in the jungle, 1905. USEFUL ARTS.

Arrowsmith-Paper-hanger's companior Himmelwright—San Francisco earth-uake and fire, 1906. Pitman—Short course in shorthand. FINE ARTS.

Brandon & Brandon—Analysis of Gothic rehitecture, 2 v. rchitecture, 2 v. Bushell-Chinese art. v. 2. Hastuck-Fractical draughtsmen's work, 1901. McCaskey-Franklin square song lection, Nos. 1-2.

Reynolds-Joshua Reynolds, par Ernest Chesneau.

Wagner — Gotterdammerung; English
and German words and music.

Wagner — Meistersinger von Nurnberg;
English and German words and music.

Wagner — Parsifal; English and German words and music. Wagner—(Das) rheingold; English and

German words and music. Wagner-Slegfried; English and German words and music, Wagner—(Die) walkure; English and German words and music. AMUSEMENTS.

Holder-Life in the open; sport bouthern California, Shoemaker-Choice dialogues. LITERATURE.

Raymond-Melody in speech, TRAVEL AND DESCRIPTION. Becke-Notes from my South Sea log. Bourgade-Paraguay, the land and per

Firth-Highways and byways in Derbyshire.
Fremont—Geographical memoirs upon
Upper California, 1848.
Kingston & Frith—Notable voyagers
from Coumbus to Nansen, new ed.
McConnel—Western characters, 1853. HISTORY.

Allcroft & Haydon-History of the early Fox-History, the early part of the reign of James BIOGRAPHY.

Fawcett, Mrs. M. G.-Five famous Jones, T. L.-From the gold mine to the Lincoln, Abraham-Lincoln, the lawyer by F. T. Hill. FICTION.
Gordon-(The) doctor, by Ralph Conno

Liliencrantz-Vinland champions. Mitchell-Silent war. FRENCH AND ITALIAN BOOKS. Alfleri-Prose e poesie scelte. Flamini-Varia, pagine di critica

Fogazzaro-Piccolo mondo antico. Goldoni (La) locandiera. Manzon I proposcio con Goldom (Le) locandiera. Manzoin—I promessi sposi. Pellico—Prose e tragedie. Radius—(II) romanzo della fortuna di

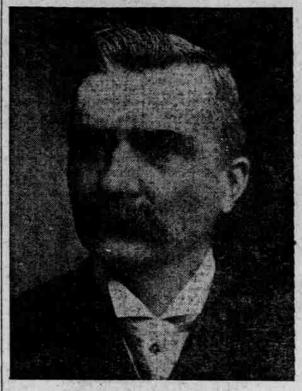
Neera (pseud).
Sand-Uanon.
Serao-All 'erta sentinella.
Serao-Gli paese di cuccagna.
Serao-Suor Giovanna della Croce.
Tasso (La) Gerusalemme liberata.

Negotiates for a Franchise. It was announced yesterday that ne gotiations are in progress for a compromise agreement between the

Don't Speculate

I 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



PAUL W. LEFFLER. Inventor of the Leffler Electro-Magnetic Railway and Sig-nal System. Inventor of machine to make Barb Wire. In-ventor of many improvements to Harvesting Machines. Gen-eral Manager and Consulting Engineer of Leffler Electric System.

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 chanics 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 inventions.

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, 80 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 leverman was asleep.

I know this whole system to be a success, because I have tried it for two years. During that time millionaires have tried to get control of my system, but I would not let them, beause 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-pile and forget it He did not want to be compelled to change his old cable system. Tom Johnson, of Cleveland, offered to furnish \$200,000 for my patent rights for over eighty miles

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 stockholder, that I will personally see to it that every man and woman who makes an investment in this company will get a square deal. This is a square deal from start to finish.

You Will Have to Be Quick to Get in Before the Next Advance

To prove that you will get a square deal I have had the following contract printed on the back of every certificate:

All or any shares of the capital stock of the Leffier Electric System will be redeemed by it at par or face value up to, and including, the 10th day of May, A. D. 1923, upon written notice properly given to said company at its executive office in Chicago. Illinois, in a manner and form as provided by its by-laws, and adopted by a majority of the stockholders of this company, so that all stock so offered for redemption, within any given period, may share equally and proportionately. However, the stock of this company is only redeemable from funds received, or to be received as royalties from railroad companies using the patents of this company under license, and after proper notice as aforesaid, which may be received from stockholders direct, or from such of said railroad companies as have received said stock in payment for transportation or otherwise. PROVID-ED, HOWEVER, no stock shall be redeemed until after May 10th, 1909, except at the option of this company.

This Contract Means

That this company will pay you full faceout of the royalties paid by railroad cor out of the royalties pade of rainvalue panies using my system.

You can use your stock as eash in pay ment for fare or freight on any road using

ment for fare or freight on any road using my system.

You see, every road that uses my system will have to pay our company a royalty every year simply for the right to use it. These railroad companies would just as soon pay us with these certificates as to pay cash, and the certificates would be the same as cash to us.

This contract means that if you bought 100 shares at the present price, you would be able to get at least \$1000 from any rail, road using my system. Or you could turn the certificates of stock in to us and get \$1000 in cash when there is royalty money in our treasury. I don't think you will ever want to sell, because of the enormous dividends we will pay. But, if you should be compelled to sell, your certificate would be worth its full face value.

This makes it absolutely impossible for any stockholder to be frozen out of the company. company.

Every Share on the Square.

Every share of stock in our company on the square. Not a dollar's worth the stock will be sold which does not represent exactly the same footing or standing that every other share or dollar represents. The stock is FULLY PAID and NON-

What Expert Engineers Say.

What Expert Engineers Say.

I am not the only one who thinks this is the most perfect, simple, cheap and comfortable Railway System known. Three of the most expert engineers in this country have carefully gramined my system and ridden on my car, and they have written reports on what they saw and found. These engineers are: John Erleson, City Engineer of Chicago; Karl L. Lehmann, Consulting Engineer of Chicago, and F. W. Cappelen, former City Engineer of Muneapolis, Minn.

They declare the system successful, simple and practical and point out many other system is an immense improvement over any other system now known to be in existence. Other unprejudiced and scientific experts have pronounced the system wonderfully simple and simply wonderful. The reports will be sent to anyone upon request.

My Automatic Signal Service.

My Automatic Signal Service.

I absolutely prevent collisions. Everywhere a car moves it sends signals ahead and behind. It is not affected by storms or any weather condition. My signal system does not require either hand or mind of man to operate it. No wires or poles are exposed where storms can blow them down or interfere with them. If through some accident one signal is broken, or otherwise put out of commission another signal immediately takes its place. Every train dispatcher and operator on the road can go to sleep and my signal works automatically. When trains come together too closely, head-on or from the rear, an electric bell rings vigorously in the leverman's cab.

Cars Under Absolute Control.

Cars Under Absolute Control. It is all controlled by one lever. The leverman starts, stops and reverses with

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 any 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 because this Leffler electric system will take their place and will employ thousands more. Investigate Us Carefully.

Come and see this most remarkable invention of the twentieth century.

This is such an opportunity as 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 steam and street railroad over to the Leffler system, not only because it can run faster, but it saves about half in operating expenses and thousands of lives.

It means faster and cheaper travel and

greater profits to the railroad managers and stockholders.

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. vised. It will set you to wondering that some one did not think of this marvelous idea before.

When I send you the booklet I will also send you the reports of some of the ablest electrical engineers in this country, who have carefully examined the system. They fully indorse it.

We have received requests from no less than seven different responsible parties with-in the past two weeks for estimates for putting in my system on new roads about to be constructed.

Shrewd Investments Make Fortunes.

This Is Your Chance-Act Wisely and Quickly.

and Quickly.

Don't let this opportunity slip by. As soon as the world learns what a simple, money-saving and money-earning system this is the money-making instincts of the rallway managers will force them to adopt it. This will mean millions for the stockholders. The profits and dividends can't help but be something wonderful. Great fortunes are made nowadays by people who make judicious investment of their savings and earnings.

Saving money doesn't make you rich. It is making the money work for you while you are working that brings wealth. Invest your savings in something sure to bring the greatest returns. Bankers get rich by doing that with the money you deposit with them, and they pay you only 3 or 4 per cent for the use of your money. Why not do as the banker does and get all the profits yourself?

Here is such an opportunity as may never come your way again. Such great

the same lever. Snow, ice, sleet, rain, grease, dirt and such substances do not affect the power or control of the car or train.

The Business Will Bo Immerse. carefully, wisely and intelligently. Investigate every claim I make. Go into it thoroughly. 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.

I honestly believe this stock will advance 100 per cent or more within a year. If you want to share in these enormous profits it will be necessary for you to act NOW. This stock will never be lower, and is sure to advance at least 15 per cent within the next few days, It is on the ground floor now, but never will be again. Be wise in time. Remember, this is no untried experiment! I have the car and system to show you. I want you to call and investigate it thoroughly. I will be glad to show everything about it to you at any time. Everything is and will be thoroughly covered by patents, and the patents are under the absolute control of this company.

I honestly believe that a very little money invested in this stock now, at the present bottom price will in a very short time yield such an income as will make you Independent for life. It is the chance of a century. If you miss it you will regret it all your life.

About the Stock.

About the Stock.

This company is not loaded down with a lot of watered stock. Neither is it a promoter's company. It is a straight, square deal, directly between you and the company. There is absolutely no freeze-out scheme mixed up in a tangle of preferred and common stock, nor is there any other style of hocus-pocus. Every share of stock stands exactly on a level with every other share.

Only a small portion of this stock is being sold below par. If you desire to get in on the ground floor it will be necessary for you to act at once. Remouber, this is no untried experiment. We have a car all made and on exhibition which will show anyone exactly what our system is. Come and see for yourself exactly what we have got. You will find it a marvel of simplicity and practicability. You will not question when you see it that this company will become the owner of one of the greatest electrical manufacturing plants in the world. The company has something so much better and so much further in advance of anything else ever heard of that it is bound to make millions for its stockholders.

Call, write or telegraph at once.

Be Quick and Get a Sure Life

For every ten shares \$45 cash.
For every 100 shares \$450 cash.
Any other number of shares, up to Our Easy Monthly Payment Plan

For every ten shares, \$10 cash and 5 nonthly payments \$6 cach. Total. \$46. For every 100 shares, \$100 cash and 5 ionthly payments \$60 cach. Total. \$460. ny other number of shares up to 5000 t the same vote. t the same rate. Par value of all shares, \$10 per share. Not more than 5000 shares to any one person.

All remittances must be made in either sostoffice money order, registered letter, express money order or draft on New York or Chicago.

If you let this opportunity get by without taking all the stock you can

possibly buy you will soon be in the position of the man who refused to buy Beil Telephone stock when it could be had for small money, and later saw it sell for thirty times what he could have bought it for.

If you can't call, write for booklet and engineers' reports.

Points to Remember About This System for Street Railways.

There are no overhead wires, no third rail, no slot 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 on water pipes or conduits in the streets, which is now such a heavy expense to clitics under the trolley.

It cannot interfere with any other electric wires, requires less current than other systems, and develops greater power.

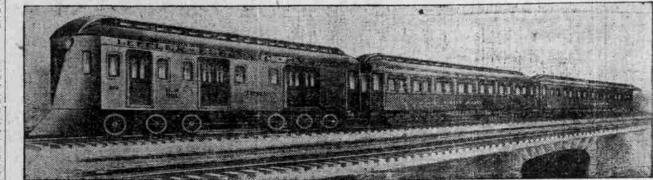
It is all controlled by one lever, and eater power.

It is all controlled by one lever, and always under the most absolute conol, anywhere and under all condins. t is noiseless, since there are no gearings, motors or other machinery to grand, squeak or rattle. There are no "burn-outs" of motors, because there are no motors to burn

It is impossible for man or beast to

Points to Remember About the Leffler System Taking the Place of Present Steam Railways.

It does away entirely with locome tives, heavy motor cars, electric en-gines and all other similar heavy and A speed of 80 to 200 miles an hour a speed of 80 to 30 miles all flour can be regularly reached and main-tained for any distance. Runs Winter and Summer alike. Not affected by ice, snow, grease, dirt, gleet, rain or any other condition. Less than one-quarter of the fuel is Trains can be started and stopped quicker than by any other system and without discomfort to passengers. Fower houses can be placed 20 miles apart.
No brakes are required. The stopping is done by reversing the current.
There is no flattening of the wheels and consequent jogging of the cars. Wheels do not grind on the rails to start trains, hence no holes and depressions are made.
It is easier on the roadbed and car, and practically no repairs will be needed.



This Leffler Electric Train Will Run 80 to 200 Miles an Hour Without the Possibility of Jumping the Track, Swift, safe, sure

LEFFLER ELECTRIC SYSTEM, (Inc.), CHICAGO, ILL.

Office Open Saturday Evening Until 9 o'Clock. Address All Orders and Inquiries to

425-426 Fliedner Building, Corner 10th and Washington Streets, Portland, Oregon

Johns Council and the Pacific States the compensation the company was to Telephone Company, by which St. Johns pay for a franchise, and it is on this will get a telephone exchange and impoint that negotiations are again in admission will be free. Just what progress. proved telephone service. the compromise is is not announced, but it is said that the matter will come before the Council at the meeting next
Tuesday evening, if an agreement is
reached. The disagreement was over will be the subject of a lecture by J. C. | Camelia Chapter No. 27, O. E. S. |
clected the following officers at the annual election December 3: Worthy

Lecture on "Ethics of Christianity."

Perrine tonight at Alisky Hall, Third

matron, Miss Neille McKinley; worthy patron, Dr. L. T. Mason; associate matron, Mrs. Lillian Kreyer; secretary, Mrs. Anna E. Coote; treasurer, Mrs. Arsene Harreschou; conductress, Mrs. Grace Rose; associate conductress, Mrs. F. A. Van Kirk. The Installation will occur in January.

remarkable vaudeville offering. AT THE NICKELODION.

Picture Drama Entitled "A Race for

a Wife" on the Bill. The Nickelodion, enjoying the reputa-

of the powerful gladiators. The bears do no end of quaint tricks at the bidding

of their trainers. The Wilson quartet and a long list of unexcelled acts complete