Rev. Father Yorke Will Deliver Oration at St. Patrick's Day Exercises at the Armory

REV. PETER C. YORKE, the famous California orator and divine, will deliver the principal oration at the St. Patrick's Day celebration at the Armory next Tuesday night, at which time a most elaborate musical and literary entertainment has been arranged by a special committee from the Ancient Order of Hibernians, under whose auspices the programme is to be conducted.

Father Yorke is known throughout the United States as the champion of the workingman, and has assisted materially in aiding the cause of labor in its disputes with capital. He was a member of the arbitration board which settled the recent streetcar strike at San Francisco. In token of their appreciation of his efforts in their behalf, the labor organizations of this city have arranged to attend the St. Patrick's Day exercises in a body.

The proceeds of the entertainment will be tended the Christian Brothers, who are about to erect a handsome new business college on the East Side. In addition to the labor unions acquiring a reserved seat section, the Alumni Association of the Christian Brothers College, an organization composed of graduates and former pupils of the Brothers' schools in Portland, have arranged to take a section comprising over 200 seats, which will be occupied by them, together with their families and friends.

Owing to the fact that a large crowd is anticipated it is desired to have the audience seated as rapidly as possible, and for the benefit of those who will come early, a concert by Signor De Caprio's Band, playing Irish airs, will be rendered from 7:15 to 8:15 P. M., when the regular programme will be commenced. No seats are reserved individually owing to the lack of time in which to suitably number them, and, therefore, those who desire the choicest seats are warned to be on hand early.

Right Reverend Alexander Christie, archbishop of Oregon, will introduce Father Yorke, while Governor George E. Chamberlain, of Oregon, will deliver a short preliminary address. The programme of the evening will be as follows:

Remarks, J. J. McLaughlin, county secretary A. O. H., chairman of the evening.

"Sweet Eileen Aroon" (Verne), Dora J. Zan; accompanist, Professor J. Hutchison.

"Killarney" (Balfe), Miss Kathleen Lawler; accompanist, Professor J. Hutchison.

"Barney of Sweet Killarney" (Zienfeld), by Frank D. Hennessy; accompanist, Miss Helen Lightner.

Selection (a) "An Irish Folk Song," (Foote), (b) "Oft in the Stilly Night" (Old Irish), the Meistersingers Quartet, William Conly, first tenor; Scott Kent, second tenor; Gustav Cramer, first bass; Stephen Hickie, second bass; Professor F. W. Goodrich, director.

"Kathleen Mavourneen" (Crouch), Mrs. Walter Reed; accompanist, Professor J. Hutchison.

Address, introducing the orator of the evening, Most Rev. Alexander Christie, D. D.

Oration, Rev. Peter C. Yorke, S. T. D., of California.

"God Save Ireland," T. D. Sullivan.

The audience, led by the "Daughters of Erin" chorus.

N. B.—A concert of Irish airs will be rendered from 7:15 to 8:15, by Signor A. De Caprio's Royal Italian Band. Professor De Caprio will give a baritone solo entitled "The Rose of Killarney."

The committee of the A. O. H. in charge of the programme is as follows: Chairman, John O'Hare, Brother V. Andrew, E. H. Deery, P. E. Sullivan, M. J. Driscoll, D. W. Lane, J. Collier and T. Cullen.

FATHER PETER C. YORKE.

Answers to Correspondents

BY LILIAN TINGLE.

G. C. LENTS—(1) Will you kindly tell me what to do with citron, lemon and orange rind which is so dry and hard that I cannot cut it? I don't like to throw it away, but cannot use it as it is. (2) I shall also be pleased if you will give me a receipt for two loaves of fruit cake, something that is good. I have scales if you prefer weight to measure. I thank you for the help I have received from you.

(1) Dry citron lemon and orange rind can usually be softened by soaking in a little wine or brandy, or by cooking very slowly in a little water flavored with lemon juice. It can then be passed through the food-chopper and used for fruit cake or puddings. The alcohol used in the first method passes off in the baking.

(2) You do not say whether a light or dark cake is preferred. Write again if the following recipe is not what you want. This particular formula has had much success as a wedding cake and has the virtue of improving with age, though it seldom gets much chance of showing what it can do in this respect. Several of my former pupils made their wedding cakes and "got them off their minds" several months before the great event itself. Here is the formula, given by weight as being more accurate than measure for such things as cake: 1 pound butter, 1 pound brown sugar, 8 eggs, 1 pound flour, 2 teaspoons mace, 2 teaspoons cinnamon, ½ teaspoon cloves, 1 teaspoon allspice, 1 teaspoon soda, 2 tablespoons milk, 2 pounds currants, 2 pounds seeded and chopped raisins, 1 pound sultana raisins, 1 pound shredded citron or orange peel, ½ pound blanched and shred almonds. Sift the spices with the flour, which should be warm and dry. Cream the butter, add the sugar gradually and the eggs one at a time with a spoonful of flour to preserve the creamy consistency. Beat well between each. Add milk, fruit and nuts. The fruit should be previously washed, dried and floured. Sometimes a little more milk may be needed, eggs being uncertain in size. Fold in the rest of the flour. Put in deep pans lined with double greased paper; cover with greased paper. Steam three hours and bake one and a half hours in a slow oven; or bake four hours in a very slow oven. The flavor is improved for some tastes by the addition of grated (fresh) orange and lemond rind. Candied cherries, or dates, stoned and sliced, may be added or substituted for some of the fruit. Divide the recipe, if small loaves are wanted, but it is worth while to make a good quantity at a time and keep it in an air-tight tin box for use as occasion demands.

* * *

E. C. PORTLAND—A member of our family has been ordered bran bread and biscuit for indigestion. Kindly give instructions for making these.

Bran Biscuit—½ cup wheat bran, ½ cup graham flour, 1 teaspoon baking powder, 1 tablespoon butter, milk to make a soft dough. Mix and bake just like ordinary baking-powder biscuits. Handle as little as possible and don't roll them out too thin.

Bran Muffins (1)—2 cups bran, 1 cup flour, 1 teaspoon soda, ¼ cup butter, 2 tablespoons molasses, 1½ cups sour milk. Rub the butter into the dry ingredients, add the molasses and sour milk. Beat up well, and bake in hot, well-greased gem pans in a hot oven.

Bran Muffins (2)—Use any good muffin formula made with egg and sweet milk, and substitute bran for half the quantity of flour given.

Bran Bread—Make the batter for "setting a sponge," with white flour. When light, knead in equal parts of graham flour and bran, using a little molasses for flavoring, if liked. Longer rising will be necessary than for white bread, and it should be put immediately into the pans without second kneading. Give very thorough baking; nearly an hour will be needed for an ordinary sized loaf. Or the mixture can be baked in gem pans for rolls.

If bran bread is eaten in order to reduce the quantity of starch in the diet, it may be necessary to use "gum gluten" flour instead of white flour. Then the formula would be: ½ yeast cake, 2 cups luke-warm water, 2½ cups gluten flour, 1 cup bran, ½ teaspoon salt.

Dr. Camplin's formula for bran cakes is as follows:

"Boil 1 quart wheat bran in two successive waters for a quarter of an hour, each time straining through a sieve. Wash on the sieve until the water runs clear. Squeeze the bran as dry as possible. Spread thinly on a dish and place in a slow oven until dry and crisp. Grind in a fine coffee mill and sift through a very fine sieve. Take 4 ounces of this powder, 2 fresh eggs, 2 ounces of butter and ½ pint of milk. Warm the butter and mix and beat together the other ingredients. Flavor with a little spice. Bake in well-buttered hot gem pans for about half an hour in a rather quick oven." These cakes are intended primarily for diabetic patients and are eaten with butter or soft cheese.

* * *

In reply to several correspondents—J. D. H. (Jacksonville, Or.), M. A. (Portland), F. C. E. (Portland), and others, I would say that while I am always glad to answer questions or give recipes through the columns of The Oregonian, I am at present unable to give private lessons either personally or by mail; nor can I furnish formulas of proprietory articles of any kind. Also, I regret to state that I have on hand no regular supply of guaranteed, gilt-edged cooks or waitresses.

Name Pipe for Scientist.

PARIS, March 14.—(Special.)—Angry that his name should, without his consent, be given to a pipe, Dr. Roux, chief of the Pasteur Institute, sued a firm of pipe manufacturers for $600 damages. It seems that the defendants in 1902 invented a new pipe, with special smoke filter, and sent one to the doctor, requesting permission to call this invetion the "Dr. Roux" pipe.

The doctor returned it without answer, and soon the "Dr. Roux" pipe was advertised all over France. The defendants say that they took Dr. Roux's silence to signify consent; but the savant says that he never approved of the pipe and never gave his consent. He was astonished and indignant at seeing his name placarded all over France.

Metzger, jeweler, optician, 342 Wash.

The season of sewing in the household is at hand—with an ELECTRIC MOTOR to drive your sewing machine and an ELECTRIC FLATIRON to do the pressing, the results are—Economy, speed, no backache from running a machine, and no tiresome trips to the kitchen to get a hot iron.

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Gentlemen: You may deliver to me one Electric Flatiron, which I agree to try, and if unsatisfactory to me to return to you within 30 days from date of delivery. If I do not return it at that time you may charge same to my account at $4.00. It is understood that no charge will be made for the iron if I return it within 30 days.

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WE OFFER

Ocean Shore Railway Company

First Mortgage 5% Bonds

Issued in Denominations of $1000.00 and $100.00

Ocean Shore Facts

The Ocean Shore is in actual operation.

It runs from Twelfth and Mission streets, San Francisco, south to Islais Creek—out through Ocean View and down the coast, skirting the Pacific Ocean to San Pedro, about eighteen miles..

It also runs from Santa Cruz to Scott's Creek—sixteen miles up the coast.

Three round trips are made daily—six round trips Sunday.

The present freight and passenger business, with very inadequate equipment, is earning over $5000 a month now.

As many as 1100 passengers are carried on Sundays and holidays.

The Ocean Shore carries Wells-Fargo and United States mail.

$5,000,000 has been invested in the Ocean Shore Railroad.

It owns very valuable franchises and private rights of way in San Francisco and Santa Cruz.

It owns over $2,000,000 of real estate in the heart of San Francisco and Santa Cruz.

It owns very valuable real estate at Mission and Market streets, between Eleventh and Twelfth streets.

It has the only available terminal site for a big union depot in the very center of San Francisco.

Even the Santa Fe, Southern Pacific or Western Pacific Railways have no such advantage.

The Ocean Shore is graded for a double-track, standard-gauge railroad over 85 per cent of the distance to Santa Cruz.

It is the grandest scenic railway in the world, skirting the ocean cliffs nearly all the way.

Thousands of tourists visiting California will not miss the Ocean Shore trip.

One hundred thousand people visited Santa Cruz last Summer; when the Ocean Shore is completed a million will visit Santa Cruz every Summer.

The Ocean Shore will carry them at least one way.

These people eat, drink and buy other goods, and the Ocean Shore will carry most of the freight.

The Ocean Shore is opening up and developing the most fertile country in California.

This country has unlimited natural resources.

There are hundreds of rich vegetable farms, many dairies, lots of fruit, acres of grazing lands.

This country is the sportsman's paradise—best quail and deer shooting grounds in the state; finest fishing streams for the angler.

Thousands of campers will spend their Summers along the road. This means more passengers and more freight.

Over 20,000 building lots have been sold between San Francisco and Half-moon Bay.

Lumber and building material must be hauled to these suburban towns, and the Ocean Shore will get this freight business.

Every householder will be a commuter, riding to San Francisco daily. Every commuter will use household goods, and the Ocean Shore will carry his freight.

There are over a billion and a half feet of redwood timber along the Ocean Shore; it must be hauled to market, and the Ocean Shore will haul it all—more profit.

There are thousands and thousands of barrels of cement being produced north of Santa Cruz, and the Ocean Shore will carry this cement to the builder.

The Government is about to fortify Half-moon Bay; this will develop more traffic for the Ocean Shore.

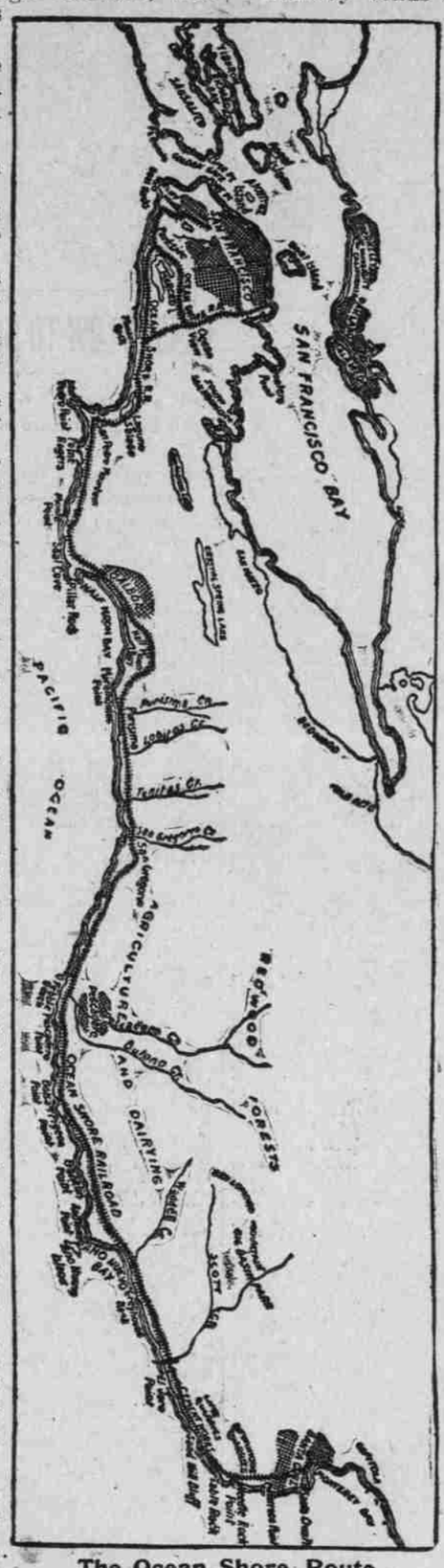
Railway experts who have figured the freight and passenger traffic on the Ocean Shore line estimate the earning capacity to exceed $1,000,000 a year.

The country between San Francisco and Santa Cruz is too inaccessible for a competing line; consequently the Ocean Shore will get all the business it develops, and it deserves it.

The Ocean Shore is owned and controlled by San Francisco capitalists, who have invested their own money in the road and have faith in it, believing they will succeed in developing one of the best-paying railway systems in the West.

The Ocean Shore officers and directors are:

J. DOWNEY HARVEY, President; director of the First National Bank and First Federal Trust Company.
J. A. FOLGER, Vice-President; president of J. A. Folger & Co., San Francisco, tea and coffee importers.
CHAS. C. MOORE, Director; president of C. C. Moore & Co., mechanical engineers, also president of the San Francisco Chamber of Commerce.
HORACE D. PILLSBURY, Director, Second Vice-President; attorney for the Santa Fe Railroad.
PETER D. MARTIN, Director; vice-president Eastern Oregon Land Co.
BURKE CORBET, Secretary and Treasurer; one of San Francisco's leading attorneys.



The Ocean Shore Route

Railway Bonds as an Investment

Your opportunity today is the purchase of $100 Ocean Shore bonds at $96 each, on the installment plan.

Ocean Shore bonds constitute a first mortgage on the entire assets of the Ocean Shore Railway Company.

These bonds are secured by over $5,000,000 of assets.

The interest is paid in May and November at the office of the Mercantile Trust Company, San Francisco.

The face value of these bonds is $100—the price $96. Therefore your investment nets you 5.21 per cent.

Railway bonds are legal investments for savings banks.

The Government deposits money in National banks, taking as security railway bonds.

Railway bonds seldom pay over 4 per cent.

Ocean Shore bonds pay 5 per cent on face value, or 5.21 per cent on $96, the present selling price.

Ocean Shore bonds are gilt-edge, high-class securities.

They are the highest class of security an investor could wish for. Savings banks, trust companies, estates, etc., invest their surplus funds in railroad bonds.

Anxiety to obtain a large rate of interest should never be allowed to interfere with the absolute safety of your money.

To put aside a little money each year is the duty, and should be the object, of all who expect to advance their financial position and protect those dependent upon them.

Speculation may bring temporary profits, but too often results in ultimate loss of money involved.

Think for Yourself

What am I doing with my savings?

Am I saving?

If not, why not?

If my money does not earn more than 5 per cent, I should make it do so.

Speculation is dangerous.

I must invest in something safe.

I do not want my money idle.

Money in a safe-deposit vault earns nothing.

Money in Ocean Shore bonds earns 5.21 per cent.

I can buy an Ocean Shore Railway bond of $100 face value for $96.

At this price, it will net me 5.21 per cent interest.

I can pay for this bond in monthly installments.

I can pay $16 down and $10 every month.

I get interest on my money as it is paid in.

My investment is secured, safeguarded and backed by the entire assets of the Ocean Shore Railway Company, amounting to over $5,000,000.

These Ocean Shore bonds are high-class, conservative and safe.

If financiers and bankers consider railroad bonds the very acme of sound security, I should put my money in bonds and receive the same interest that bankers and financiers receive.

If I haven't enough money to buy these bonds for cash, I can buy Ocean Shore bonds on installments and pay for them as I earn my money.

I can pay $16 down and $10 every month without missing it out of my income.

The bonds I buy today at $96 will probably be worth $110 as soon as the road is completed.

Besides, I get interest at the rate of 5.21 per cent on my $96.

Railroad bonds in normal times are always negotiable, and I can raise money on them whenever I want to.

The Ocean Shore has offered me an opportunity to save my money and get an unusually high rate of interest on my savings.

Write or Call at Our Office for Booklet and Full Information Regarding These and Other Bonds

MORRIS BROTHERS

CHAMBER OF COMMERCE — PORTLAND, OREGON