

THE OREGON DAILY JOURNAL

C. S. JACKSON.

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LOCAL RAIL LINES.

No topic of greater importance than that of local rail lines has engaged the attention of the commercial concerns of this city and state. Portland is situated naturally so as to command the trade in an immense region, an empire hardly equalled by the tributary territory of any other city in the world. This is a statement that may compel the reader to pause and consider, yet, when once proper consideration shall have been given, the statement will be seen to be correct. It has been so often exploited that it should not be necessary to repeat the cataloguing of Portland's own territory, the Willamette Valley, the southern portions of the State of Washington, the great Columbia Valley, the Palouse, the regions in Eastern Washington that secure access here most easily, the immense extent of country that may send its products to Portland with least effort in overcoming the obstructions placed by nature.

Yet, with these natural advantages, Portland must fight for her supremacy. She must contend against artificial conditions brought to pass by rail combinations and pools. It is not wise, nor is it possible, to fight the great transcontinental systems that reach Portland, excepting the fight be conducted by the provision of means for transportation independent of those offered by the transcontinentals. Portland must encourage local rail enterprises, if she is to hold her position in the commercial world, if she is to offset the absolutism of the rail trusts that might at any time, at the option of the managements, discriminate against this city.

There in Central Oregon is a region that has no rail service. Immense extents of country have only the primitive means of transportation, and this city has done little to provide them. Oregon is fringed with rail lines, and yet is not penetrated by any of them. We skirt around the edges with our railway trains, leaving the people of the center of the state to get along with stage lines and wagon service.

Portland can command capital to give the various independent lines sufficient encouragement. A start has been made in the Goldendale country, where Portland capital and Portland brains and Portland energy are striving to work out in part the problem of local rail service independent of the great systems.

Other enterprises call for support, and Portland money and influence should respond with vigor and enthusiasm in the response. They will bring rich return upon the expenditure; indeed, are imperatively demanded by the exigencies of the situation.

DAIRY AND FARM PRODUCTS.

A poultry exhibit in Portland and a farmers' institute at Jefferson offer opportunities to institute some comparisons between the products in these lines of industry in the United States. Most people will be surprised to learn that the products of the dairy exceed those of the wheat farms in value of annual sales. For the year 1899, the total wheat crop of this country was valued at \$319,545,259, while the dairy products were valued at an even \$500,000,000; or, in other words, the wheat products were worth only three fifths of the products of the dairy.

Accurate statistics show also that the products of the poultry farms bring more per annum than either wheat or dairy.

For the year 1899, the production in the United States of principal cereals

SELF SALVATION THE BEST SALVATION.

The time was never more auspicious for a greater and better Portland. Never was the iron of opportunity at a better heat for a vigorous strike than at the present time. Portland needs to be always alert, to depend upon herself, to look to her own efforts in the furthering of her welfare and in continuing herself as the metropolis of the great Columbia River basin and the vast country that is naturally tributary to the city, and which should be bound to her with bands of steel. Portland must be wide awake to her opportunities, more so now than ever before.

The Journal directs attention to the trade of Southeastern Oregon, present and future, and to what is taking place in that section, to the threatened loss of nearly all, if not all, of the business of that prosperous empire. In this connection The Journal directs the attention of those interested in Portland—particularly the property owners, and business men of the city—to an article appearing upon this page of this issue of The Journal, entitled "Portland Must Help Herself," which is duly credited to its proper source. This article emphasizes the need of Portland "saving herself," of depending upon her own resources for sustenance, growth and power, and points out, in admirable spirit, some of the things that should be undertaken in the line of self-salvation.

Whether it is because the average Portlander is unfamiliar with the topography of the state, is indifferent, or expects the O. R. & N., or some other railroad company to look after and care for his interests, The Journal cannot say. At any rate there is an indifference, an indolence here that is appalling and that threatens Portland as no other influence can threaten her.

The moves now being made on the transportation chess board will affect Portland mightily, and to her injury, unless she awakes and grasps the opportunities coming up before her, as a live and vigorous community should. In behalf of the common good. Let the possibility of the Union Pacific Railroad Company doing anything for Portland, as against its own general interests, be eliminated for all time from Portland's calculations and speculations. In short, this railroad company is "looking out" for itself and it behooves Portland to do the same for herself, or something will be left undone. If the Union Pacific can so arrange traffic that it can be confined to its own lines it will be done—whether it injures Portland or not. This is a truth that should not be doubted, not even in a limited degree.

It remains for Portland to fly with her own wings or not to fly at all, and it is time that Portland awakened to this situation. There are outlets to the trade of Central and Southeastern Oregon, which Portland now controls in greater part, and this trade will be lost to this city if some of the present railroad schemes carry and Portland fails to awake to her opportunity until it is too late.

There are three outlets to the trade of the sections referred to, as follows: A rail line built north through Lake, Klamath and Crook Counties, forming a connection in Nevada; a line from a point on the Oregon Short Line to Vale and Burns, and the route which the trade of those sections now follows to Portland. In the event that either of the rail lines, to which reference is made herein, is built, a blow will be dealt to Portland, unless Portland arises to the requirements and provides an easier route for the trade to her marts.

The way it can be done is for Portland to build an independent line to the Columbia River, which would tap and drain these great producing sections, securing the trade for all time to this city, on the most natural and economical lines. This would mean a great deal to this city, far more than do most things on which Portlanders are spending so much time and great sums of money.

These reflections are not made with any spirit of antagonism to existing railroads. The Journal concedes them the right to handle their affairs in their interests and reserves the same right for Portland. The fact of the matter is, Portland people have been hypnotized by some influence in the belief that if they wait long enough, railroads controlled in Wall Street will do something remarkable for them and Portland. They should see that this spell is broken, and the overconfidence, indolence and apathy born of it are made to give place to independence, determination and a spirit of self-help that will rise triumphant!

With local controlled lines to the Columbia River from Central and Southeastern Oregon, a greater volume of business would gravitate to Portland year in and year out. With the mighty and lovely Columbia open at Cello, trade from these vast empires would surely flow seaward and Portlandward by the Columbia River route, fed by the lines into the interior leaving little if any of it to be diverted east or to San Francisco. IT IS FAR EASIER TO HOLD TRADE, THAN TO GET IT BACK AFTER IT IS GONE.

Portland needs to take a little of Brother Harriman's advice: "Instead of kicking at the railroads get in and do things," for self-salvation is the best salvation in all the world.

Wheat, \$319,545,259; corn, \$629,210,110; oats, \$195,167,975.

The output of dairy and poultry products in any country is the measure of the prosperity of its people. In countries where the common people live upon the level of actual necessities, cereal products enter mostly into consumption of food. Here, where the people live better than in any other country on the globe, the consumption of butter, eggs and milk and poultry birds exceeds the amount in valuation of the cereals consumed.

The poultry show is not to be despised by the student of the economies of husbandry. It represents the most valuable line of production in the country, a production that brings more money into the pocket of the farmer than does any other.

The best at the woman with the basket of eggs going to town to sell them will not be judged in by the person who is instructed in the immense sum total of those eggs that finds its way into the country's markets. The senseless hen, most foolish of all domestic animals, represents such a source of wealth to the country that she is entitled to respect not at all in proportion with her annoying cackle.

Oregon is developing these lines of production as the years advance. And, in so doing, she is rapidly adding to her wealth.

EXCLUDING ANARCHISTS.

Senator McComas has brought up in the United States Senate the question of the exclusion of anarchists. The subject was debated at some length on Tuesday in the Senate. The definition of an anarchist for the purposes of exclusion is the problem that will be met. Deplorable as have been the results of the teachings of anarchists, yet when the law-making body of the nation faces the problem of defining anarchy so as to give authority for exclusion, it will run up against some serious study.

No one will wish to strain a point in favor of the anarchist. The very name is hated by our people. The blood of citizens murdered, of a good president slain, call for stern opposition to the cult that has wrought to bring to pass such dire things.

Yet, to define anarchism in a specific statute, to put into accurate language the clauses that will operate to exclude, that is the difficulty. Presume some citizen or person confess to believe in the doctrines of Proudhon, the father of anarchism, who lived and taught in Germany early in the last century. He advocated no violence, no denial of rights, nothing excepting that God's laws should find absolute acceptance, and that man-made statutes and

edicts were not authoritative with the person who held correct views of the world and its governance.

No government could exclude such a man from its territory without violating the great bill of human rights that is the foundation of government here and in all countries wherein modern ideas obtain.

The fact is, that no statesman has yet offered a solution of the vexed question. There have been excited declarations, and deserved exhortation of the detested school of latter-day anarchists who have become the vilest nest of human vipers that ever bred virulence and crawled through the devious byways of murder and bloody violence. But, among all the utterances heard in the debates in the Congress during the days succeeding the murder of the late president, there was not a positive note heard, only negative, no program that promised to be carried out. "We don't yet know what to do with those anarchists, notwithstanding we all wish we did."

Governor Pardee of California favors the Lewis and Clark Fair, and will recommend an appropriation for that state. Governor Pardee lives in a state the people of which are not slow to take advantage of the benefits of advertising, and to come to Portland with a California exhibit is merely to do what California has always done when opportunity offered at other expositions. Oregon should not fail to read the signs as to the intentions of that state. Oregon cannot afford to permit California to come up here and outshine her in the splendor of her display. And, if Oregon does not watch, "knocking" there may be some such ending of the matter.

The English House of Commons committee declares against subsidies for steamship lines. The committee says it is demonstrable to its satisfaction that subsidies have not been salutary, and that skill in management and knowledge of the science of water transportation have been the real elements that have built up English commerce. The pronouncement coming at this time will be a blow at the measure for ship subsidies asked by the American shipping trusts.

Vice-Governor Wright of the Philippines asks for lower duties on goods taken into that country. If those islands are ours, and they are, why should there be duties on anything, any more than upon articles sent from this state to California? This is one of the unsolved problems, one of the unanswered questions that has been propounded to the present administration.

THE TABASCO COLUMN.

Here is some presidential wisdom that makes one wonder why Teddy ever chased a bear.

"Legislation should be provided for the protection of the game and wild creatures generally on the forest reserves. The senseless slaughter of game should be stopped at once. It is, for instance, a serious count against our national good sense to permit the present practice of butchering off such a stately and beautiful creature as the elk for its antlers or tusks."

Do you know who wrote this? If so will you tell?
"Insistence upon an impossibility means delay in achieving the possible, exactly as, upon the other hand, the stubborn defense alike of what is good and what is bad in the existing system, a result of the effort to obstruct any betterment, betrays blindness to the historic truth that wise evolution is the sure safeguard against revolution."

According to the testimony before the board of arbitration, an evicted family is given 15 minutes to get out of the company house. And yet the companies would have the public believe that most of their employees have hundreds of furniture and a reserved piano.

The Democrats of New York are going to have another harmony dinner. When one realizes the amount of money expended along this line, one cannot but think they had better compromise with a homely dinner.

The interurban trains, Seattle-Tacoma, now sell Tracy tickets, which permits the hold-uppers to do business in both towns on the same night.

Senator Platt says he will take the office of Senator again if the people of New York State want him, and he thinks they do.

Seattle has got the hold of business down so fine that even her second-class artists can hold you up "while you wait."

It is strange, but just the same true, that the only place a philosopher can work is on a clus, and he seldom has that.

If Mascagni would put his Boston experience into music it ought to furnish some fine effects in the tenor line.

Tacoma will keep patting itself on the back until it will persuade itself that it is not a suburb of Seattle.

The world's champion got some applause, but when old Lanky Bob got up the big crowd went wild.

There is no reason why Oklahoma and Indian Territory should marry unless they want to.

The Philistines turned Gen. Miles down because they had a picture of Gen. Corbin.

New Mexico and Arizona think the Republican party hit them below the belt.

The Shaw resignation rumor has gone into the drydock to get copper-bottomed.

Jeffries is the swiftest man of his weight that ever put on the gloves.

Here you are. The clerks in the Pension Office want to be pensioned.

If Arizona and New Mexico want to join, they will have to elope.

Seattle papers can let their locals go and fill up on hold-ups.

H. W. S. is still in his sarcophagus. That, he is still.

Fitz is a duck, but Jeffries is a ducker.

For points, Fitz outclassed Jeffries.

AGAINST BEVERIDGE.

The Senators who accompanied Mr. Beveridge on the recent tour of investigation made by the subcommittee on territories are telling with much gusto how a New Mexico justice of the peace got ahead of the Indiana statement. The subcommittee was waiting for some important witnesses to arrive and Senator Beveridge decided to improve the time by propounding to the magistrate a few questions. He asked the justice to explain to him the theory upon which the government was founded and to interpret the constitution. The justice fell down miserably in his answer. Mr. Beveridge said something to the effect that he doubted if the people of the territory were ready for statehood. "I am just about getting my kit fixed up to go up into Indiana," said the New Mexican. "And James Whitcomb Riley and me are going to put in a couple of weeks whipping the Wabash River for bass. I won't be very busy and I would refer an examination of the Indiana justice of the peace on constitutional law. If you will just go along with us we will larrup every justice we come across, and if they can tell the constitution from the last plat form adopted by the Republican party any better than we we will stop our fight for statehood."

Sensor Beveridge declined to accompany the fishing expedition, but during the rest of the tour he made no attempt to examine the territorial justices on constitutional law.

MRS. JOHN BURROUGHS.

(The pilgrim.)
Mr. Burroughs presents winter home. Riverby, which, also, it may be added in passing, is the title of one of his most charming books of essays, overlooks the Hudson and is about one mile from the famous famous Hudson, the poet's summer home and study place. It is at Riverby that Mrs. Burroughs reigns supreme, but in Slabside, Burroughs is the master through and through. In this connection it is interesting to note that not long since John Burroughs was named in a supposedly authoritative magazine article that treated of famous literary bachelors. What Mrs. Burroughs thought of the mention of her husband's name in the magazine article referred to, who might otherwise go to their graves wondering why John Burroughs had never married. While it is during the months of his residence in Slabside that Mr. Burroughs gathers the material of his essays, it is in the study at Riverby, a detached house at the rear of his home, that he develops the themes gathered in the open across the river. This study was erected in 1852, and exteriorly bears a close resemblance to Slabside, being covered with rough chestnut bark.

When a woman boasts that her husband never speaks a cross word, the other women present think to themselves, what a patient man he must be!

JUST BETWEEN OURSELVES.

BY K. K. K.

The ladies of the different churches are still tempting the Christmas buyer with their dainty articles. Yesterday afternoon the ladies of St. Mark's Guild held their bazaar at the home of Mrs. Kollock, 165 Twenty-third street. The house was very nicely decorated, and with the shades drawn, and the rooms brightly lighted, made a pretty picture.

In the hall was the fancy table filled with most attractive needle work. The first corner soon stripped it of all its pretty things. The useful articles went almost as soon. Mrs. Simpson was in charge of this corner of the parlor. Opposite her was the table of good things. Mrs. Sterling was kept busy wrapping up great fruit cakes, tempting pies and jellies of all kinds and colors. Upstairs Miss Sterling was as busy with the candy table. An entire room was devoted to that daintily arranged display, while in the next room, Mrs. Nichols, was in charge of a cup of coffee from Mrs. Nichols, or for those who preferred it, a fragrant "disk" of tea was poured by Mrs. Lyons.

FOR THE Y. M. C. A.
The Calvary Church Aid Society held an all-day meeting Tuesday in the church parlors taking comfort for the Y. M. C. A. dormitory. Messrs. Walrath, Scott, Preston, Catching, Roberts, Parker and Edwards were present, and served luncheon for those who cared to stay.

EXCEEDED EXPECTATIONS.
The Ladies' Aid Society held a business meeting in one of the classrooms of the First Congregational Church yesterday afternoon. The bazaar committees reported in a general way as to the success of their work. Practically every article offered for sale has been disposed of. A list of the proceeds of the bazaar was read for ladies to have been heard from. The society's hope in giving the sale was to raise \$1,000, and that amount, and probably more, is assured.

SALVATION ARMY SHELTER.
Captain and Mrs. Fred Braum, superintendents of the Salvation Army Department of the Salvation Army in Portland, have divided the entire building at 48, 50 and 52 North Second street as an army shelter. Only the first floor of the building was used before. Now a man can get a bed and a sufficient amount of food, and is willing to work, that does as well. A free bath is always ready, and a process of cleaning his clothes by fumigation is used. If these clothes are insufficient, others are furnished when he has saved a sufficient amount of money. It is a place where a man can get a good meal, a clean shirt and a clean pair of trousers, and a good night's sleep, and a good start on the same terms.

In connection with the shelter, Captain Braum is opening a small salvage department, where old clothes, donated by the public, are sold for a nominal sum. Captain Braum asks that it be fully understood that this is no second-hand store carried on for profit. He earnestly asks the public, and especially the Portland women, to examine the "plain, place and price," and decide whether it is not worthy of their contributions.

A MARKET PARTY.

Some one was wondering, the other day, why the market parties, so popular in the East, have never found their way to Portland. I wonder if we know exactly what they are? An equal number of guests of both sexes are invited to meet at a certain house early in the evening. They are paired off and each couple is given a dime and sent into the market. A time limit is fixed. The two returning with the greatest variety of dainties in the given time win prizes. There is only one possible drawback to such a clever idea—the fact that Portland markets aren't open in the evening. It is a case here of Saturday night or a morning affair for the fair sex only. Some Portland girls had a club, two winters ago, rather on the same order. They met at different houses once a week for a spread. The hostess might make her table as attractive as she could with handsome linen, flowers, and the nicknacks that set off our daily bread, but her guests must furnish the edibles. Such was limited to a certain class, and she was given meats, for example, she could suit herself as to kind. The clever and newer the idea, the higher her reputation soared. A serious epidemic of "tapaleta" went "finished" to the club's history.

CHANGES IN THE WHITE HOUSE.

Now that Mrs. Roosevelt is in the White House again she is giving informal little affairs to show her friends the improvements made in the mansion since the remodeling begun in June. Only a small party is invited to the affair, and the guests are asked to bring a contribution to the "eating room," and makes the old apartment of really noble proportions. The walls are paneled in old English oak.

The color scheme, in soft browns and greens, is taken from a big tapestry hanging on the north wall. Over the mantel is the great mosaic head presented to President Roosevelt by the people of Nome, Alaska.

The red parlor really deserves the name, now. The walls are covered with red velvet, with a lower wainscoting of very white. The furniture has highly polished cherry frames, with coverings of leather, and the shades are on simple red and white curtains. The pictures are not in place yet, but no doubt the Presidents will find their way back. The Mistresses of the White House are to line the corridors on the lower, or basement, floor. This is to be quite an important part of the mansion when the workmen are through.

It promises to be well into the new year before the finishing touches are given, and the White House is ready to receive the winners and goes for another generation.

TOO BLACK.

The Tacoma Daily Ledger has a moral tale in its last Sunday issue that ought to be a warning to all vain damsels. One of Tacoma's belles had but one fault to find with her beauty—her eyebrows were too light. Having the greatest confidence in arts to improve defects, but fifth practical experience, she decided to darken them with a pencil, and borrowed one from her sister for the purpose. In the semi-light of a flickering candle she applied the same, wetting it often with her tongue, and they grew dark as dark as night itself. Then she took up her party cape and went down to return the pencil. The eyes of her father grew large with horror.

NOT AFRAID TO MARRY.

The Spokesman-Review publishes a picture of Mrs. Alexander Macintosh, the only woman in the post office who has married and kept her place since the election of Postmaster-General Payne against it. Mrs. Macintosh was his promise that she should be an exception.

PORTLAND MUST HELP HERSELF.

The Journal does not hesitate to commend the following timely article, which appeared in the Oregonian in its issue of the 8th instant, as it is of particular interest to every man, woman and child in Portland and to the great majority of the people of the State of Oregon: The business community and the property owners of Portland take notice that surveys are in the field locating a line of railroad from Nyssa, on the Oregon Short Line, to Vale, in the Malheur Valley. Let them consult the maps and note the facts of geography and topography; and then let them consider the significance of this movement. Nyssa is the point in Oregon first touched by the Oregon Short Line; Vale lies in the valley of the Malheur, on the line of the most direct route connecting the Short Line with the Malheur, Harney, Goose Lake and Klamath regions. From Vale is an easy stage to Burns and Harney County, from Burns is another easy stage to Paisley or Lakeview, in Lake County; and one more stage reaches the heart of Klamath. The route is an easy and natural one; and it passes everywhere through productive or potential country, and a railroad operating through it would command absolutely the whole traffic and resources of that fourth of Oregon which lies to the southeast. And it would command it, not for Oregon and Portland, but for Salt Lake City and the East. Thus hooked up to the Union Pacific Railway system, and with no direct connection with home markets at Portland, our Southeastern district would be for all commercial purposes, lost to us and lost for keeps. Its cattle, its wool, its wealth of timber, would be in the nature of things go East—and its commercial patronage as well—for with its outlet opening to the East, it would be as effectively shut off from Portland as if it lay on the other side of the Rocky Mountains.

From the standpoint of the Union Pacific Railroad people, the movement is a very natural one. The country lies within the belt contiguous to their through line, and its traffic, already large, is bound very soon to be greater. By the time a railroad line of 300 or 400 miles in length could be built—in two or three years—the country will be able to afford a highly profitable business. And from the standpoint of the Southeastern counties this connection is in every way to be desired and encouraged. They have been appealing for 20 years for a "railroad extension" to Portland, to San Francisco, to the East. They have tendered an empire as the prize of the first comer, and have grown weary and sick with disappointment because no one has been willing to take the job. Now they will welcome the Eastern connection just as they would welcome any other connection promising to break the fetters of their isolation.

And yet there will be on the part of

the old-time settlers of the Southeastern region a distinct regret if their future commercial life is to be apart from their natural connections. They appreciate the advantages resulting from the coordination of political and business forces, and they have the natural sentiment of a patriotic people to live in close relationship with the general life and interests of their own state. Other things being equal, they would rather have a home than a foreign connection; they would rather trade with Portland than with Idaho or Omaha. But at the same time they have the sound business instinct to do the best they can for themselves, and if their fortunes lie in the foreign connection they will make the most of it and turn their back upon the home state.

Let the business community and property owners of Portland consider this situation well. The Southeastern branch of the Short Line, while plainly in prospect, is not yet built. The projected line from Nyssa to Vale is but a step. The succeeding steps are inevitable. If when time and convenience serve, the opportunity shall be what it is today. But they are not likely to be taken if the country shall be entered by a railroad from another route. There is still the chance for Portland to forestall all foreign movements, to make the Southeastern territory her own. A prompt movement from Shaniko through the Upper Deschutes country, and on to Klamath Falls and Burns in like manner with the movement now making in the Klamath Valley by a Portland company, would hold the Southeast for Portland. It would give her a territory far better in its trade possibilities than Alaska, upon which the recent fortunes of Seattle have been built—this, in addition to a great paying investment.

There are, we know, difficulties in the way of extending the Columbia Southern line, but these are not of a sort to stand very long before a resolute and well-backed purpose. Let it be made plain that if a way cannot be found for extension of the Columbia Southern line, the Deschutes with its northern terminus below-mark, below The Dalles-Cello obstructions, and the difficulties which now appear so serious will quickly melt away. Let it be made plain that the Columbia Southern line, the O. R. & N. Co. would rather permit the extension of the Columbia Southern from Shaniko southward than have another line built on the east side of the Cascade Mountains. Let it be made plain that the Columbia Southern line, the O. R. & N. Co. would rather permit the extension of the Columbia Southern from Shaniko southward than have another line built on the east side of the Cascade Mountains. Let it be made plain that the Columbia Southern line, the O. R. & N. Co. would rather permit the extension of the Columbia Southern from Shaniko southward than have another line built on the east side of the Cascade Mountains.

And yet there will be on the part of

THEATER'D

TONIGHT'S ATTRACTIONS.

The Marquand-Grand-Thomas Jefferson in "Rip Van Winkle," last performance.
The Baker—"Shall We Forgive Her," English melodrama.
Cordray's—"A Little Outcast," melodrama.

COMING ATTRACTIONS.

The Marquand-Grand-Lecture by Rev. Norman Howard Bartlett, "To Hell in a Pullman," Friday night.
The Baker—"Shall We Forgive Her," for the week, Sunday matinee.
Cordray's—"A Little Outcast," for the week, Saturday matinee.

MANAGERS' ANNOUNCEMENTS.

Thomas Jefferson as "Rip." Washington Irving's greatest short story, dramatized into one of the greatest comedy-dramas, "Rip Van Winkle," was seen at the Marquand Grand Wednesday night, and is the bill for tonight. Thomas Jefferson, son of the celebrated Joseph, and descendant of the celebrated Thomas Jefferson, intellectual peer of any American that ever lived, was in the title role. He was what the play is arranged to criticize, the son of a wealthy man, from beginning to end. Thomas Jefferson will not take umbrage at the assertion that he has not yet approached the standard of perfection in the character of "Rip Van Winkle," but he is a perfect gentleman. Such a comparison is pertinent, for the reason that his name and that of the older Jefferson are naturally connected when the part of "Rip" is considered. Writers are often prone to unjustly criticize the actors who perform upon the hypothesis that it is to be expected that he will be so good a "Rip Van Winkle" as his father is after a life's time of work in perfecting his art.

At the Baker Theatre last night a highly talented actor, who, being young, has ample time yet to develop art, may permit him to climb high up on the ladder of fame, if not to reach the very top. And this is not to say that he did not give a delightful performance last night at the Marquand. His performance was excellent, and was endorsed by his audience. Perhaps he was not quite adequate in the parting scene when his wife drives him from her house, and in the scene when Von Beekman almost induces him to sign the deed, there was not quite enough of hesitancy. However, the fourth and fifth acts were exceedingly strong. The cast is quite complete, being as follows:
Rip Van Winkle.....Thomas Jefferson
Derrick Von Beekman.....Walter Coligan
Cockles, his nephew.....A. M. Andrews
Nick Vedder.....James Shaw
Stine.....J. A. Hyde
Gretchen.....Annette Marshall
Little Meenie.....Little Reenie
Little Hendrick.....Willie Fink
Ned Vetter.....Dudley McCall
Dwarf.....John Walsh
Meenie, after the 20-year lapse of time.....Zaldeo Appleton
Hendrick Vedder, after the 20-year lapse of time.....James Dolan

"To Hell in a Pullman."

Great interest is being taken in the approaching society lecture, "To Hell in a Pullman," which the Rev. Norman Howard Bartlett is to deliver at the Marquand Grand Friday evening, December 12, under the management of Portland Lodge of Elks No. 142. Since his college days in 1871, Bartlett has been known in scholastic circles as a most accomplished debater, logician and orator. In his magnificent address before the Elks Sunday afternoon, Mr. Bartlett won the hearts of all with his beautiful diction and logical reasoning. In his lecture Friday evening the speaker will be seen as the promising logician who sees things as they are and presents them as he sees them. With a command of the English language almost startling in its accuracy, choice of words, and a use of argument relentless, unanswerable and keen as a surgeon's knife, the speaker not only

"strips science of its artificialities, abun-

dantly and shams, but re-creates it in the habitments of a higher, broader civilization.

The Minneapolis Times said of the lecture and speaker: "Last night Norman Howard Bartlett appeared as the fourth attraction of the University lecture course. His subject was 'To Hell in a Pullman,' a satire on the prevailing shams of society. Over five hundred students were present, and they were unanimous in their praise of the lecturer and the star features of the course. As an orator Mr. Bartlett is one of the kings of the lecture platform." Seats are now selling.

Primrose & Dockstader's Minstrels.