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THE MORRISON BRIDGE.

The Journal is informed that in all likelihood a new bridge will be constructed in place of the present Morrison street viaduct within two years. Just what exact steps have been taken towards such a step has not been made public. But that a new bridge is to be built, a good authority tells The Journal.

If built, of course it will be larger than the present structure. It will have room for the street car tracks, and also tracks for the vehicles and foot passengers. Its capacity will be doubled.

Then no foundation will exist for the contention of the City & Suburban Railway, that the bridge is so crowded that no other street railway company could use the bridge without overcrowding it.

Here is a proposition that is based upon justice to all concerned and that rests upon good public policy—no bridge across the Willamette should be monopolized by any street railway company. It is inimical to the interests of the people of the city, on both sides of the river. It is execrable policy to permit monopoly of that sort.

Portland is peculiarly at the parting of the ways. History is being made at this time very rapidly. Such radical alterations as are being made in the city's organic law compel the utmost vigilance on the part of the Common Council. Certain fundamental principles are at stake. Progress has been made elsewhere in the control of municipal affairs, during the past few years. The people are discovering that they have erred heretofore in disregarding the value of rights granted to corporations to use the public highways and the public properties. The City & Suburban Company virtually sold to the City of Portland the Morrison street bridge. The gentlemen who owned stock in the Morrison street bridge corporation owned the stock in the City & Suburban. They paid $100,000 for the bridge. They sold it to the city for $150,000. It was more than sufficient compensation for the cost of the structure. It called for no further privileges being given to the City & Suburban.

Parenthetically, let it be remarked that there should be no prejudice of the City & Suburban. That company has right to be treated exactly as any other company is treated.

But monopoly of bridges is not the right of any company. The blanket franchise of the Portland Railway for the term of 25 years granted common trackage rights over the Burnside bridge, so that any street car company may obtain the privilege of running over the Burnside bridge at any time, merely by paying its proportionate share of the cost of construction of the tracks on the approaches, and for the power used in crossing the bridge.

The same regime should be inaugurated on every bridge in the city. Public policy demands it. Justice to the people of the East Side especially demands it.

The City & Suburban will not have just cause for complaint if it be compelled to concede those common trackage rights over its approaches to the Morrison street bridge. And the tracks on the approaches to the bridge are the key to the situation. It is evasion for anyone to claim that the City & Suburban has no monopoly rights on the bridge. That may be true. But, owning the tracks on the approaches, how could any other company get upon the bridge unless the City & Suburban yield to justice as the Portland Railway yielded in the matter of the Burnside street bridge?

Certainly, the City & Suburban has been treated kindly by the people of this city. Certainly, they have received everything they deserved. With a profit of $50,000 on the sale of the Morrison street bridge, a profit secured by the gentlemen who now own the City & Suburban, they should not ask in addition the monopoly of the bridge, for that is exactly what they are demanding.

THE CAUCUS QUESTION.

Shall the Republican Legislature caucus? If precedent be taken as a guide, no caucus will be held. The precedent was established quite firmly by C. W. Fulton, who heretofore religiously kept from such action. He is now a leading candidate for the United States Senate, and his previously expressed judgment should not go without notice at this time.

Furthermore, caucuses have heretofore been productive of little good, when called for Republican members. The Oregon Legislature has been rent and torn by those caucuses, and perhaps no other cause has operated to bring so dire a disaster upon the state law-making body.

As a present issue, without reference to future situations, no caucus seems to be the wisest decision.

Again, why have a caucus, unless it be to ratify the action of the voters in the last spring election, when they declared in majority for T. T. Geer for the Senate, under the provision of the Mays law, a law enacted by a Republican Legislature and signed by a Republican governor.

The Mays law, as The Journal has repeatedly stated, and which has never been denied, was the culmination of agitation for direct election of the Senators and it was unanimously passed, bearing also the signature of C. W. Fulton as president of the Senate, and L. B. Reeder as speaker of the House. It was endorsed by the Republican state convention, and, in fact, was enacted in response to direct and imperative demand from all of the people of the state.

This election of a Senator was really to settle the issue, and it was settled that a majority of the people wanted T. T. Geer.

Why, then, a caucus, unless it be to ratify that election of Mr. Geer? What other object of a caucus would be consistent with sincere desire to do the will of the people? Can Mr. Fulton or anyone else offer argument to other effect?

LOCAL CONTROL IN COUNTIES.

It appears that again the division of a county from Wasco and Crook will come before the Legislature. If precedent be accepted, this issue, purely local to the people of that region, will be injected into state matters at Salem, and affect decisions that concern everyone. It is obvious that this county, for instance, has no interest in the subject, and is willing that the people there settle the dispute as they see fit. Yet, if history repeat itself, as history habitually does, this local issue will be used to mix up affairs at the state capital and bother every county in Oregon.

Likewise city charter issues will come into the Legislature, and will be made material upon which members will trade their votes. Why one city should care how another city governs itself, is beyond the ken of reasonable persons. Yet, by the senseless laws of this state Portland may not regulate its internal affairs by the adoption of a new charter without asking consent from every other city in the commonwealth.

Let us have a general statute providing for certain basic principles of government for cities and counties, of graded classes, and refer such matters to the people in question. This would be local self-government, and would eliminate from Legislative sessions many troublesome concerns that consume valuable time, and permit politicians to muddle matters every two years.

THE TABASCO COLUMN.

A writer of recent publicity advocates aluminum greenbacks, for the reason that "no one cares to accept soiled and germ-laden paper money at the risk of contagion." That writer is monkeying with theories for which he has no substantial basis in fact. Let him experiment with certain Western newspaper men, and discover that soiled and germ-laden greenbacks have not been tabooed in this neck of the woods. The alacrity with which they would be accepted would furnish a motif for the writing of another article upon "The Mistakes of an Advocate of Aluminum Greenbacks."

It is a pleasant revival of some of the old topical songs by the orchestra at the Marquam Grand Theatre during the engagement of "Captain Jinks of the Horse Marines." There are "Captain Jinks of the Horse Marines," "Limerick Town," "Longing," "The Washington Times," and others that are remembered by those who boast enough age to have become bald.

"Which one of the boys are we, anyway?" is probably the burden of Jack Matthews' soliloquy nowadays, as he fondles his commission as United States Marshal and performs the duties of chairman of the Republican state central committee of Oregon.

Were John D. Rockefeller to establish a chair in his Chicago University, with himself as the professor, and the object to teach "How to Get Rich from Standard Oil Speculation," he would matriculate quite a large class when the fall semester began.

Germany has a newspaper called the Independence Belge, that says America's ambitions are such as to cause apprehension to the Teutonic nation, and "dread of the consequences in the event of a struggle over South American questions." Independence Belge is correct. Germany need dread lest the ambitions of this country to uphold its Monroe Doctrine operate to the worsting of the German people. But, all that Germany need do is to keep its hands off, to refrain from entering our bailiwicks. The United States is death on bailiwicks.

Senator Fulton said to a reporter that he knew no politicians. He was talking at his new headquarters in the Imperial Hotel. It is as though Satan in his headquarters several miles lower than Portland professed not to know any of his imps.

Come on, old man, let us go home.

The idle rich have been flocking to Delhi during the coronation ceremonies. Now that that event has passed, there is nowhere for them to go, excepting home. And who goes home when there is any other place to which to go?

Some Eastern publication receives a communication to this effect: "What should I receive for a poem of 120 stanzas?" The reply should be telegraphed: "Eight years at hard labor."

The market for baseball stars rules from $7,000 to $10,000 per. The market for theological and educational stars quotes them at from $350 to $1,000. Who wouldn't be a baseball star?

Laying for him.

Water, air and public highways should be free. Vide, the question anent the monopoly of the Morrison-street bridge approaches by the City & Suburban Railway Company.

The cost of coal oil has advanced four times since the coal strike began. Now look out for some more behests to educational institutions from John D. Rockefeller.

The Hoyle of Common Council games has this rule: "In case of doubt, adopt Flegel ordinances." Gentlemen of the Common Council, don't forget it.

If Jack Matthews is not chairman of the state central committee, who is? There be more than a few who are asking that question, these days.

LETTERS FROM THE PEOPLE.

Regarding Annexation.

MONTAVILLA, Ore., Jan. 7.

Editor Journal:

Dear Sir: In Saturday's Journal you published an article entitled "Trouble in Montavilla," in which was presented the annexationists' side of the question. As a paper representative of all the people, permit "the other side" to say a word.

In the article just mentioned, Dr. De Veny is quoted as saying that we have been paying a 40-mill school tax. This is a slightly exaggerated statement, as a reference to tax receipts dated 1900, 1901 and 1902 shows a school tax levy of 17, 27 and 22 mills, respectively.

We, as taxpayers and patrons of School District No. 18, are willing to pay a good tax for the maintenance of our school, for erecting new buildings, for teachers' salaries and whatever necessary expenses incidental with supporting a school second to none in the county. But we are not willing to assume Portland's debts, and be taxed for Portland's street improvements, lights, sewerage and promises—those promises grudgingly given and never fulfilled.

A passing glance at our sister suburbs is all we need to convince us of the inadvisability of annexation. For example, Sellwood and Woodlawn. What have they gained by being made a part of Portland? Their streets are in far worse condition than ours; their schools are no better, and almost every paper contains some grievance they are presenting to the City Council, either for lights, fire protection, street improvements or some similar want.

Possibly to a chosen few of our citizens, who are so active in advocating annexation, there will be two advantages gained, should they accomplish that end, namely, an inferior city office and a generous check from a political "worker," who is glad to shift his wearisome burden of Portland taxes to the shoulders of "those Montavilla dupes who have no better sense than to thrust their heads into the trap so nicely baited with aromatic promises."

Let every wide-awake citizen be on the alert Wednesday night, and if necessary vote a good round school tax for the ensuing year, a tax which shall be used in our own district for our own benefit, and let us not assume a part of Portland's burden and receive as a reward insults and neglect. Yours truly,

A PATRON AND TAXPAYER.

PERPETUAL FRANCHISES

It is a rule of the common law that only a sovereign power may grant a perpetual franchise. Under our National Constitution, a state exercises sovereign power in the regulation of its internal affairs; hence, the State Legislature possesses authority to give perpetual rights of franchise.

Probably no one will deny that this is good law. Now, as to the present mooted question of certain franchises in Portland that have been granted by previous Common Councils in perpetuo, does there not exist reasonable doubt that an ordinance granting permanent franchises adopted by the Council, would be made valid in the event the new charter were made statute by the Legislature, inasmuch as there is in that charter a clause confirming existing franchises that have been used by the grantee?

Section 106 of the proposed new charter of the City of Portland is as follows:

"All franchises or privileges heretofore granted by the city which are not in actual use or enjoyment or which the grantees thereof have not in good faith commenced to exercise are hereby declared forfeited and of no validity unless said grantees or their assigns shall in six months after this charter takes effect, in good faith commence the exercise or enjoyment of such grant or franchise. Nothing in this charter contained shall affect the validity of any franchise, right or privilege in actual use or enjoyment heretofore given or granted by any former or the present City of Portland, or by the City of East Portland, or by the City of Albina, and the same shall be and continue in force and effect as given or granted by said cities or either of them."

This section would undoubtedly operate to nullify all of those franchises heretofore granted that have not been used. But, does it not make valid all of those that have been used, by express terms of this section 106? And, this being true, is it not reprehensible for the Council to refuse to adopt precautionary measures to protect the City of Portland from so great a disaster as to give away enormous rights that amount to millions in valuation?

Gentlemen of the Common Council, consider that you are handling the business of a constituency and that you should proceed exactly as you would proceed were you transacting business for yourselves. The record that you are making just now will be history. It will be written in black and white, and will be ineffaceable. Nothing can erase it from the books.

Presume a board of directors of a corporation were to come across a similar situation, wherein doubt existed as to the title status of certain valuable rights owned by the corporation. Would not that board of directors take steps to protect those rights and leave nothing undone to insure security?

The Common Council is the board of directors of the City of Portland. It owes to its municipal corporation to take steps to protect the municipal corporation whose affairs it is just now directing to see that all doubt is removed as to the retention of certain rights that may be given away.

It is up to the Council to prove its vigilance and faithfulness in this instance. The Flegel ordinance places the city upon safe ground. It does not involve prejudice of any acquired right. Its promoters do not propose to inaugurate a regime of demagogic hostility to corporations that have done much to promote the prosperity of this city. It is desired by them merely to see that millions of dollars of franchise rights are not given away and made perpetual. Consider what the word perpetual means. It means in this case that rights of use of public highways in Portland shall be given to certain corporations forever, that so long as municipal government exists here those rights shall be held by the Terminal Company, the O. R. & N. Co., the Northern Pacific, the Southern Pacific, the General Electric Company, the Columbia Telephone Company, the Pacific States Telephone Company, the Hydraulic Elevator Company, the Gas Company, the other corporations that have secured the passage of ordinances by former Councils giving permanent rights.

The Flegel ordinance should be adopted. It is the most important issue that ever came before the people of the city.

JUST BETWEEN OURSELVES.

BY K. K. K.

It is a little odd to think that low freight rates in Portland should be the cause of an overland journey of thousands of miles from Scotland to our port, and that it should give me my first taste of adventure along the East Side waterfront.

The French steamers carry cargoes at 10 and 15 cents and the Scotch vessels find it impossible to compete with them, as they get no franc for every thousand miles traveled, as the French government gives its ships. The Euphrosyne has been tied up at the east end of the steel bridge for five months, waiting for conditions to improve. Capt. Thompson sent for his wife as soon as he saw how things were going, and she has been with him ever since. Yesterday I went down to call on her and get a taste of what life on a sailing vessel is—even when tied up in port.

DIFFICULTIES IN THE WAY.

If one has never attempted to reach the water front from the steel bridge he can hardly appreciate the almost insurmountable, or, rather, undescendable obstacle that perpendicular plank with its slats for steps, can be. I came and saw, but it took the blood of my fighting ancestors to conquer. In solitary grandeur I made my way along the dock, mounted the gang-plank and made a graceful descent to the deck only because one of the crew kindly assisted my unseamanlike steps.

Mrs. Thompson received me in the tiny cabin that looked very odd, with its only furnishings, a great table and one or two chairs. The walls are, of course, lined with doors. A fire burned in the fireplace, the clock ticked away in its old brass case, and a brass lamp hung on either side. A sort of storeroom is in the back of the cabin, shut off by heavy curtains. When the Oregon mist grows too dense to permit outside drying, the clothes line must be stretched there.

CANNOT TRAVEL.

This is the longest time Mrs. Thompson has ever lived on the vessel. The company object to their officers' wives traveling with their husbands, so the only taste she gets of sea life is when the vessel is in its home ports or makes a short trip to the continent. For weeks before the Euphrosyne comes into Queenstown she has her box packed waiting for her summons. When Capt. Thompson sent for her to come out to America, she had from 7 until 12 o'clock to bid her friends bood-bye and prepare for the journey. She forgot a number of things and had to replace them here, rather to her sorrow, for she finds prices much higher than in Scotland. Even our celebrated January sale prices seem high in comparison.

In collecting unusual things to take home to friends, Mrs. Thompson finds the same trouble. The things really worth getting are all so expensive. There are really few things after all of such remarkable difference. She has been interested in fancy work. Our colored pillows, ready stamped for working, are one of the things they do not have. All their stamped covers are white. Those made from cigar ribbons are another novelty. The officers and friends on shore are much interested in collecting enough for a souvenir for her couch at home. And cigar bands are another thing. She has enough now to make a jar or two when she gets to Scotland.

Mrs. Thompson's special fad at home is her collection of old china. She has pieces hundreds of years old—most quaint and interesting. Since she has been in Portland she has taken up the souvenir spoon craze, and has quite a nice collection from different Pacific Coast cities.

LIFE ON BOARD.

Each day on board the vessel is very much the same. Mrs. Thompson is fond of needlework and reading, so she seldom goes on deck, but stays in the cabin when on board. If anything interesting happens on the outside, the men come in and let her know. Some weeks ago she was much amused, watching the three little scows sail off down the river. It looked so odd to watch the smoke puffing from the chimneys, the dish towels waving on the lines. She enjoyed the chase and capture of two of them. The other went on alone. She goes out often to watch the driftwood. They feel a little nervous when quantities come whirling down. The ship is absolutely without ballast and if anything should happen to her moorings she might topple over. Mrs. Thompson tells them if such a thing does happen to please topple her toward the wharf, so she can get out.

Capt. Thompson usually arranged a pleasure trip ashore in the afternoons. They have met many pleasant people since coming to port, and have been delightfully entertained. Saturday the vessel is put in applepie order and they close the week with a reception day on board.

HOLMES-HAGENY.

St. Stephen's Chapel has been the scene of a number of pretty weddings this winter. One of the simplest yet most impressive occurred at 8 o'clock this morning, when Harrison P. Holmes and Miss Esther F. Hageny were married. No invitations had been issued, but a number of intimate friends were present. Capt. Inglis and Mr. James Holmes acted as ushers. Promptly at the hour set the bride entered the church on the arm of her uncle, and was met at the altar by the groom, where the impressive service of the Episcopal Church was read. The bride wore a dark blue traveling dress, and her flowers were violets and orange blossoms. After the ceremony congratulations were offered in the vestry. Mr. and Mrs. Holmes were then driven to the O. R. & N. train for an extended trip through the South and Middle West.

THIS AND THAT.

News comes from Pendleton that Mrs. C. B. Wade will have as her guests this week a number of prominent Oregon club women. She has issued invitations for a reception at her home on Wednesday afternoon, January 7, from 2 to 5 o'clock, in honor of the visiting ladies.

Miss Mary Nolan has returned to her studies at St. Mary's Academy and College. She spent ten days with her parents in Corvallis.

Dr. Ainslee has been in Corvalis for a few days.

Miss Grace Holden of Eugene has returned to Portland to resume her Delle studies.

Mrs. A. S. Duniway has been very ill at the Good Samaritan Hospital, but expects to be out again on Wednesday or Thursday.

Mr. and Mrs. T. A. Hudson have returned to their old home in The Dalles. Miss Helen will remain in Portland until June, when she graduates from the High School.

Mrs. Berry and Miss Rena Berry are visiting Mrs. Brunk of Corvallis.

Miss Margaret Drake, who has been the guest of Miss La Velle Moorhouse of Pendleton, returned to Portland the last of the week.

Mr. and Mrs. John K. Kollock have moved from the Steel Flats to 347 Thirteenth street.

Miss Eva Froome left for her home in Pendleton last Sunday.

Mrs. Charles E. Sitton is confined to her home by a slight illness.

COOKING LESSON.

Yesterday Miss Voorhees gave the first demonstration in several weeks at the School of Domestic Science. The lesson was smelt and clams. Smelt are at their prime just now, and would be used in greater quantities if more appetizing ways of cooking them were known. The receipts yesterday satisfied a long-felt want. Owing to some misunderstanding it was not generally known that the school had reopened, and the attendance was so small the lesson is to be repeated next Tuesday, with the addition of a number of new receipts.

NEW VARIETY OF COTTON.

On exhibition in Sec. Wilson's office at Washington is a new species of cotton, being a hybrid of the sea island and Egyptian growth. Its fiber has the qualities of the latter and will be sold under that grade. This species was brought from Columbia, S. C., to Washington last October by H. J. Weber, in charge of the plant-breeding laboratory, who says that its one great advantage over other cottons is that it produces heavier, and will yield more material to the acre than perhaps any other cotton known. It is a fine specimen, and is creating much attention.

ADVANCEMENT OF MISSOURIAN.

(Klamath Republican.)

One of the Indians in attendance at the recent session of Circuit Court marveled at the remarkable aptitude of white people for learning languages. "Why," says he, "Col. Dutro came from Missouri only six months ago, and he can talk as good English as I can, and I have been among the whites all my life."

WISE WOMEN UGLY.

An American scientist has come to the conclusion that the tendency of too much education or intellectual development in women is to make them lose their beauty. He instances the Zaro women of India. They are supreme. They woo the men, control the affairs of the home and the nation, transmit property, and leave the men nothing to do. The result is, says the scientist, that they are the ugliest women on earth.

STILL IN THE DARK.

Seattle Star: Seattle's electric lights show precious little improvement, despite the promises of reform made from time to time.

CASTLES ON THE RHINE.

From the mouth to the source of the Rhine 725 castles, formerly the homes of warlike chiefs, are to be found overlooking its waters.

Almost every other town in the state is a metropolis. We have several of them in Eastern Oregon. The name sounds fine, and doesn't harm anything.—Union Republican.

WHAT THE FAIR WILL DO FOR OREGON

By Francis I. McKenna.

[NOTE.—The Journal has requested a number of Portland's citizens to give their idea of the amount of good the proposed Lewis and Clark Exposition will do for our state. The following is the first of the series of articles.]

Old Oregon, comprising Oregon, Washington and Idaho, is like a huge, well-stocked store that has not been advertised. The Centennial Exposition will do for Old Oregon what a page ad. run in a daily paper every day, would do for the merchant. To a newspaper owner, no higher words of commendation in behalf of this great enterprise could be uttered. As there are so few persons who do not know the value of a page ad in a daily paper it might be well to ring the changes on this subject.

The man who is most averse to paying railroad fare is the man who has wealth and influence sufficient to procure a pass over a few miles of local railroad. The cheap railroad rates will bring hundreds of thousands of people to see the wonderful natural resources of "Old Oregon" who could not otherwise be attracted here. "Once seen, never forgotten!"

Old money-bags will see fortunes in our livestock possibilities. They will see wealth in our fruit and agriculture. They will see millions in our timber and minerals.

Another class will see the prospects of our commerce and our manufacturing. It will bring tens of thousands of population to our farms, tens of thousands to our timber lands, tens of thousands to our mines and tens of thousands to our factories and mills. It will double the business of the railroads. It will increase the commerce of our ports. It will double the population of "Old Oregon."

No other exposition has ever had the same end to accomplish. Other expositions were held to arouse dead cities to new life and energy through the expenditure of large appropriations and by attracting those who would leave a part of their money with their citizens.

"Old Oregon" is a rich country and it seeks to attract those persons who may be induced to share its great wealth. It has fortunes to give away and only seeks worthy persons on whom to bestow them.

The Lewis and Clark Centennial Exposition is a huge advertising project which will in time double the intrinsic value of every resource in "Old Oregon" by bringing a rush of customers to Nature's great store.

FRANCIS I. McKENNA.

POOR OPINION OF AMERICANS.

What a Scotch Journalist Writes of Our Methods.

"Nobody in America puts his boots outside his bedroom door in a hotel. He would have the guilelessness of the young man from the country if he expected to find them there next morning. We all know the six-pence-in-the-slot, whereby we can get a pair of opera glasses at the theatre. They have the same arrangement in America. But the opera glasses are chained."

Thus writes a Scotch journalist, who was traveling through the United States recently to investigate men and conditions, for a newspaper in Glasgow. He further goes on to say that to the British mind the American money-maker is rather appalling.

"Once," continues the canny Scot, "when I was listening to a Chicago man's narration of his trade methods, I remarked, 'But that was rather unscrupulous!' He took it as a British acknowledgment of smartness. Old fashioned business morality is quite out of date. The creed of the American money-maker runs: 'My object on earth is to get dollars; if the other fellow isn't cute enough to prevent me getting his, then he is a son of a gun and worth only 30 cents.' How a man gets money does not count, so much as whether he gets it."

GIVES DUE CREDIT.

However, the Scotchman gives the American credit for "steam" and perseverance.

"Disrobing him of his various questionable qualities," he further goes on to say, "the fact nevertheless remains that the American money-maker is the most assiduous business man on the face of the earth. You cannot shatter that fact with six Hansard volumes of talk about his faults. Every ounce of him he puts into his work. Precedents and usage he elbows on one side as he casts on one side an employe the instant that employe slips below high-level mark.

"Nearly all the heads of great works have in their time been ordinary workmen themselves—and they are always the hardest masters. The breakfast hour in America is 7, and by 8 a man has dictated all his answers to letters. If you have an appointment with him for 10 o'clock, he is engaged with somebody else if you turn up at 10 minutes past. Go into an average English office with a proposition, and you will be told the firm will think about it, and you may get a definite order in a week. Go into an average American office, get straight down to business, and in three minutes you get a 'no' or a 'yes.' If the thing strikes an American as good, he will plunge into it for all it is worth.

"He will spend $50,000 on new machinery. Three months later, when the machinery has hardly got into working order, show him something better, that will do more work and at less money, and maybe cost $50,000, then all the recent machinery is ripped down, and the still newer put up. It is reckless; but it pays. The American leans back in his chair and laughs at British manufacturers, who only have new machinery when the old is worn out. And as he treats machinery, so does he treat his workmen."

Old Married Couple.

EUGENE, Jan. 7.—J. H. Goodman, who resides with his wife at 870 High street, noticed the item in the Guard recently concerning the 58th wedding anniversary of Mr. and Mrs. M. Wilkins. Mr. Goodman can go them one better. He informs us that he and his wife were married in Cooper County, Mo., August 29, 1843, over 59 years ago. They are both hale and hearty and Mr. Goodman says he can jump in the air and crack his heels together twice before coming down. They are the parents of 12 children, only five of whom are now living. Mr. Goodman was born May 14, 1823, and Mrs. Goodman January 28, 1827. They drove an ox team across the plains to Oregon in 1852.

New Railroad to Klamath.

ASHLAND, Jan. 7.—Work on the new Klamath Lake Railroad is being energetically pushed with large crews of men. Grading is now being done up Fall Creek in Siskiyou County toward the Oregon line. To meet the difficulty of reaching the high tableland above the falls of Fall Creek, the company is putting in a switchback to make the necessary raise, and is also building a trestle 118 feet high on a curve. About 600 men are now being employed, and the roadbed is completed a distance of 14 miles from Laird's. It is expected that by summer trains will be running to the timber lands back of Shovel Creek.

LABOR IN CANADA.

The labor movement in Canada has taken phenomenal strides during the past three or four years. Previous to 1900 there were few unions in the dominion, and it is doubtful if the total membership would foot up to 10,000 at that time. Today Canada can boast of 1,100 unions and the membership will aggregate 100,000.

WAS FIGURING ON COST.

The late Thomas Brackett Reed did not hesitate to say what he thought of the Philippine conquest and purchase, says an exchange. "We are buying ten million Malays," said the ex-speaker, "at two dollars a head, unpicked, and nobody knows what it will cost to pick them."

HUMAN DEGENERACY.

"Wonder why human beings can't get along as comfortably as the animals do?"

"They would, if they had as much sense. Porcupines and Mexican hairless dogs don't try to live together."

Sugar has advanced 60 cents per hundredweight the past week, with a still further advance expected. The railway and sugar magnates got together.—Moro Observer.

THEATRE DU JOUR

TONIGHT'S ATTRACTIONS.

The Marquam Grand—"Captain Jinks of the Horse Marines," Elizabeth Kennedy as Mme. Trentoni.

The Baker — "Alabama," Augustus Thomas' Southern play, Neill Stock Company.

Cordray's—"Sandy Bottom."

Fredericksburg—Vaudeville.

COMING ATTRACTIONS.

The Marquam Grand—"Captain Jinks," Wednesday night; "Princess Chic," Thursday and Friday nights; "The Wrong Mr. Wright," Harry Beresford, Saturday matinee and night.

The Baker—"Alabama" for the week, with Saturday matinee.

Cordray's—"Sandy Bottom," for the week, with Saturday matinee.

Fredericksburg — Vaudeville every night.

MANAGERS' ANNOUNCEMENTS.

At the Baker.

The offering of The Neill Stock Company at The Baker all next week, starting with Sunday's matinee, will be that famous play from the pen of J. M. Barrie, "The Little Minister." This play has gained more notoriety and popularity of anything that has been produced in recent years. It was in this play that Maude Adams made one of her greatest triumphs. The characters are of the English and Scotch variety, giving room for plenty of pathos and comedy. The Neill Stock Company's production of "The Little Minister" will be a pretentious one, as nothing will be left undone or no expense spared to make the performance complete in every detail. No doubt the "standing room only" sign will be out at every performance.

"Down by the Sea" at Cordray's.

The most worthy success of this season's new productions, according to the reports from all the big cities in which it has appeared, is the comedy drama, "Down By the Sea," that is billed for an engagement of one week at Cordray's, commencing Sunday matinee, January 11. This beautiful play is a combination of a series of unique and delightful stage pictures. These portraitures illustrate the rude, primitive traits of the fisherman's life and reveal beneath the rough exterior more warmth of heart, honesty of purpose and devoted friendship than is to be found beneath the more polished surface of city culture. "Down By the Sea" depends on the ability of the acting company for its success, as its characters are all so powerfully drawn that the beautiful romance would be ruined in the hands of any but the most experienced actors. The company that Manager Phil Hunt has selected is composed of many of the most noted players, especially engaged to suit the requirements of each individual character. The scenic effects are carried complete and include many magnificent stage settings, together with startling electrical effects. New and popular musical specialties add to the completeness of the performance. Usual ladies' and children's matinee Saturday.

"Captain Jinks."

The last performance of Miss Elizabeth Kennedy in Clyde Fitch's beautiful play, "Captain Jinks of the Horse Marines," will be given this evening at the Marquam Grand Theatre. Portland has had some most excellent attractions this winter, and Miss Kennedy, surrounded as she is, by a first class company, and a play constructed by America's leading playwright, easily ranks as one of the best we are to have this year.

"The Wrong Mr. Wright."

The advance sale of seats will be placed on sale tomorrow (Thursday) morning at 10 o'clock for Harry Beresford in "The Wrong Mr. Wright," who comes to the Marquam Grand Theatre next Saturday night, January 10.

Every indication points to the fact that "that odd fellow," Mr. Henry Beresford, in his delightful comedy, "The Wrong Mr. Wright," will give to us an engagement of more than usual pleasure, and that the presentation will be one of the notable events of this season's successes. "The Wrong Mr. Wright," as is well known, is George H. Broadhurst's best play, and has transported millions of people into a state of brightness and mirth by its brilliant comedy lines.

"Princess Chic."

Tomorrow (Thursday) night, January 8, "Princess Chic" will begin a two-nights' engagement at the Marquam Grand Theatre. Julian Edwards, the famous composer, contributed an article to a New York paper recently in which he advised amateur librettists and composers to steer clear of the comic opera field. The piece is a gem of its kind, not only because it is the observations of an expert, but because it is clearly and gracefully phrased. Mr. Edwards dwells especially upon the difficult but essential collaboraton of librettist and composer, but states that personally he prefers to have what is termed the "book" of an opera entirely completed before it is turned over to him to complete the score. He claims that this enables him to catch the spirit of the librettist's work and write the music accordingly.

"Princess Chic" made one of the biggest hits the Marquam offered last season. Seats are now selling.

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