



NEW BOOKS

and their Publishers

while the scene at the door of the municipal building, on the night when the franchise was to be granted and when Peter Lumpkin was trying to induce the crowd to buy "Diamond Blacking," with which the president blacks his own shoes," would provoke roars of laughter from the most sedate reader. The romance has not been omitted and a pretty and wholesome love story threads its way through the book.

The volume is well bound with a neat cover design, and has some very good illustrations by Otto Toaspen. The Outing Publishing Company. Price \$1.50.

"The Country Road," by Alice Brown. It is universally conceded that it requires greater genius to write a good short story than a long novel, and by this token Miss Brown may be recognized as a writer of remarkable ability. For the present book is a collection of short stories of New England country life of great power and sweetness, as well as of fascinating interest.

The book contains a "baker's dozen" of short stories, all of the homely country-folk, with their idiosyncrasies and their quaint customs, and with little anecdotes, as it were, of their everyday life of living and loving, with no more of the tragedies that come to every one; yet these are woven into such pleasant little tales that the reader



The President Blacks His Own Boots.

Being thus relieved of the necessity for reticence, the inspector tells in the same blunt, honest way the story of the graft in several famous cases on which he was engaged and which assisted him in heading up the pile which would keep him comfortable while "making good" with his conscience.

It is no exaggeration to say that Mr. Lewis has done as good work in these stories as he did in "The Boss," which is his acknowledged masterpiece. In the field of municipal politics Mr. Lewis reaches his best and most effective work, and while "The President" and "The Sunset Trail" reflect credit on his versatility and ability, in neither does he handle his subject with the same ease and familiarity as he does when he takes up Tammany rule. A. S. Barnes & Co. Price \$1.50.

"Billy Bounce"—By W. W. Denslow and Dudley A. Brandon and elaborately illustrated in colors and black and white by Mr. Denslow. Billy Bounce is a messenger boy who has been given a wonderful rubber suit by his fairy godfather. This suit enables Billy to bounce for miles with each leap he takes, and of course carries him through many thickets, swamps, and other places where he has the most wonderful and funny adventures. The theme of the book is Billy's search for and exposure of all those people and things that are popularly used by nurses and some thoughtless parents to frighten the little ones such as the "Bogie Man," bugbears and ghosts. Of course Billy finds them and exposes them as ridiculous impostors, incapable of harming any one; and in so doing manages to have an immense amount of pure, wholesome fun.

The fantastic theme of the book gives Mr. Denslow an unparalleled opportunity to display his peculiarly whimsical genius as an illustrator of people and things. G. W. Dillingham Company. J. K. Gill, Portland. Price \$1.50.

"Confessions of a Detective," by Alfred Henry Lewis. In parenthesis and modest type, are the words: "A Study in Graft," and to those who have read "The Boss," it will be recognized at once as another of Mr. Lewis' inimitable stories of New York politics, which he has written so cleverly presented in fiction, but every word of which is confirmed by facts.

"Fifty-two More Stories for Boys," edited by Alfred H. Miles. This comes as one of the most acceptable of the holiday assortment of books for boys. As the title states, it contains 52 stories specially calculated for the amusement and entertainment of boys, and the tales are selected from the very best works of the best authors of boys' books.

"Graft! You want me to give you a sort of graft-map, do you? There would be room on Manhattan island to draw one," says the ex-policeman-detective who tells Mr. Lewis' stories in this book; and when one gets through with the five stories, one is quite willing to believe it.

Of all the present day writers who have taken up the corruption of our national, state or municipal governments—lives through vicarious suffering and reformer; he peoples his books with fictitious characters, all having their prototypes in Tammany hall, or the haunts of the political boss, and they have written the things said and done by the men who form this great

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.

I ran a machine shop and brass foundry in Minneapolis. I did the 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 company. I saw all the troubles of the street railway managers. I found the present system of running street cars was entirely wrong.

I found I could get more power, greater speed, more safety and comfort by running cars with electro-magnets direct than by the roundabout, mixed-up systems now used by electric railways. I have always been a successful manufacturer and inventor. I have had charge of 200 expert mechanics at one time. All of my inventions have made great successes and enormous sums of money. The great successful barb wire business today is built on my patents.

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

It absolutely controls 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 millions have tried to get control of my system, but I would not let them, because I preferred to protect my own and small stockholders' investments.

Charles T. Yerkes offered me \$100,000 if I would throw my invention on the scrap 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 80 miles an hour.

Wall street capitalists have made five different attempts to gain control over the Leffler Electric System, and Wall street generally knows a good thing when it sees it. I could not afford to let those big moneyed interests get control. I preferred to go to the small investor, 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 who makes an investment in this company will get a square deal. This is a square deal from start to finish.

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

You'll Have to Be Quick to Get in Before 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 Leffler Electric System will be redeemed by it at par or face value up to and including the 10th day of May, A. D. 1912, 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 stocks 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, when may be received from stockholders direct, or from such of said stock in payment for transportation or otherwise. PROVIDED, HOWEVER, no stock shall be redeemed until it has been fully paid up in cash, and the amount of cash received in payment of the stock.

grease, dirt, and such substances do not affect the power or control of the car or train.

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 will employ 12,000 men to make the present electric railway equipments and cars. Another firm employs nearly as many more. There are also thousands of men employed making standard locomotives and equipments. All of these will be back numbers, and will have to go out of business 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.

I cannot describe the system fully here. I have done this in the booklet, which I will send you free for the asking. If you can take but ten shares get the booklet and learn fully all the wonderful features of this perfect system ever devised. It will get you 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 endorse it.

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

than once in a century. It is up to you to act 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 10 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 said 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 give you an independence for life. It is the chance of a century. If you miss it you will regret it all your life.

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 fraud or trickery in this system. It is 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 number of shares of 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. Remember 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. Call, write, or telegraph at once.

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 obstruction 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 street, which is now such a heavy expense to cities under the trolley.

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

It is all controlled by one lever, and is always under the most absolute control anywhere, and under all conditions.

It is noiseless, since there are no gearing motors, or other machinery to grind, squeak, or rattle.

There are no "burn-outs" of motors, because there are no motors to burn out.

It is impossible for man or beast to get a shock from an electric current.

Points to Remember About the Leffler System Taking the Place of Present Steam Railways
It does away entirely with locomotive, heavy motor cars, electric engines and all other similar heavy and expensive machines.

A speed of 80 to 200 miles an hour can be regularly reached and maintained for any distance.

Runs winter and summer alike. Not affected by ice, snow, grease, dirt, sleet, rain, or any other condition.

Less than one quarter of the fuel is needed.

Trains can be started and stopped quicker than by any other system, and without discomfort to passengers.

Power houses can be placed 200 miles apart.

No brakes are required. The stopping is done by reversing the current.

There is no flattening of the wheels and consequent joggling 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 care and practically no repairs will be needed.

This Contract Means

that this company will pay you full face value for every share of stock you buy out of the royalties paid by railroad companies using my system.

You can use your stock as cash in payment 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 royalties, if compounded just as soon as we use 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 \$1,000 from any railroad using my system. Or you could turn the certificates of stock in to us and get \$1,000 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.

Every Share on the Square

Every share of stock in our company is on the square. Not a dollar's worth of 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-ASSESSABLE.

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 examined my system and written on my car, and they have written reports on what they saw and found. These engineers are: John Ericson, city engineer of Chicago; Carl L. Lehmann, consulting engineer of Chicago; and F. W. Cappelen, former city engineer of Minneapolis, Minn.

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

My Automatic Signal Service

I absolutely prevent collisions. Everywhere a car moves it sends signals ahead of it, and is not affected by storms or any weather condition. My signal system does not require either hand or mind of man to operate. No wires or poles are exposed where they can blow the wires 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 ear.

Cars Under Absolute Control

It is all controlled by one lever. The leverman starts, stops and reverses with the same lever. Snow, ice, sleet, rain,

Shrewd Investments Make Fortunes

This is Your Chance—Act Wisely 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 railway 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 things as this do not come more



THE LEFFLER ELECTRIC TRAIN WILL RUN 80 TO 200 MILES AN HOUR AND WITHOUT THE POSSIBILITY OF JUMPING THE TRACK—SWIFT, SAFE AND SURE.

LEFFLER ELECTRIC SYSTEM (Inc.), Chicago, Ill.

Office open Saturday evening until 9 o'clock. Address all inquiries and orders to

F. H. JOHNSTON, Fiscal Agent
425 and 426 Fleider Bldg., Cor. 10th and Washington PORTLAND, ORE.



PERFECT SATISFACTION is enjoyed at all THANKSGIVING DINNERS when the TURKEY is baked in a GREAT MAJESTIC RANGE. Call and we will show you why all who use a Majestic range are perfectly satisfied.

WILLIAM GADSBY & SONS, Cor. Washington and First Sts.