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SOME LIVELY RACES

Horse, Sulky and Driver Turn Somersault and Another Makes the Race Without a Bride

There was plenty of "life" in the second and third races yesterday. In the second heat of the Valley Stake, Vingora, driven by Sam Casto, fell in front of the grand stand just at the finish of the heat. The mare plunged and just as she came down she fell to her knees, the ends of the sulky shafts plowed into the ground and the driver went clear over her, Casto turning a complete somersault in his flight, and landing 40 feet from where the mare lay. The mare's head was doubled back under her, and she also went end over end, and was at first thought to be killed, but was unhurt. Casto sustained a bad fracture of one leg near and above the knee.

In the first heat of the 2:20 pace, Prince, driven by Chappell did a stunt by himself. Coming down the back stretch the bride broke and the bits pulled out of his mouth, and the Prince broke, but ran all the way around uncontrolled, and came under the wire in the bunch, without having collided or interfered any of his competitors. The driver pluckily stuck to his sulky, and came through all right, but he certainly had the ride of his life.

MY LADY NELL TONIGHT

"The Westerner" blew into the opera house last night as breezy as the big prairies, and was as welcome to the big audience as the breath of Spring. The play has life and go in it, and a full house and an appreciative audience put vim in the actors, and the play swept along from cur-

tain to curtain without a hitch. The Allen company is doing excellent work, and will be remembered by theatre goers long after it has left. Miss Verna Felton made many friends here as a little "tot" with the Jessie Shirley Company, and the decided talent that she showed then gave promise of a future that is being fulfilled. She has a good stage presence, is letter perfect in her role and is a decided favorite. Her support is splendid, and the public is showing its appreciation of good work by filling the house. Tonight "My Lady Nell."

X-RAYS

A gentleman at the breakfast table in one of the hotels this morning remarked that he got on a big skate the night before, and got it cheap, at the rink.

The fair management should give a special prize to Sam Casto for doing that stunt in front of the grand stand.

An exchange says a Nevada editor was robbed of five diamonds. The other fellow must have held a six-shooter over his flush.

The Southern Pacific claims it has paid more than a million dollars taxes on its lands in Oregon in the last 15 years. This is an admission that it has paid about one-fifteenth of the amount of taxes it should pay, but that is something.

Those Honolulu girls Mrs. Weathered is bringing to the state fair will have to hurry, or they won't get here in time to see and be seen.

Some of the love letters of Mrs. Reynolds to Hibbins were read by the defense in the trial of Reynolds for the murder of Hibbins. As they appear in the Oregonian today, they are about the most passionate article in the state, always barring some of the socks worn by the street corner mashers.

Nothing short of an asbestos envelope would make those letters of Mrs. Reynolds safe to go through the mails.

CASTORIA.
The Kind You Have Always Bought
Bears the Signature of *Dr. J. C. Watson*

STANDARD DEFIED THE STATE

New York, Sept. 19.—Wesley Tilford, the Standard Oil treasurer, was today's first witness in the oil hearing. He gave the early history of his connection with the trust, which he joined in 1883. Ten years later he became its trustee and attorney. He admitted that during the eight years of liquidation, dividends from subsidiary companies were paid to trust certificate holders. This point is important, as the Ohio supreme court's order of 1893 demands the trust's solution. Kellogg tried to show that the trust conducted business in open defiance with the order. Tilford said the officers of the subsidiary companies were elected by stock taken out and held by individuals. Kellogg is making efforts to get on record a copy of the original trust agreement of 1882, which was the beginning of the oil trust. Various oil companies placed their affairs in the hands of nine trustees. The nine trustees were William Rockefeller, O. H. Payne, J. D. Rockefeller, J. A. Behwick, H. H. Flagler, W. H. Warden, Charles Pratt, William Brewster and John Archibald. By agreement, each trustee was entitled to a salary not exceeding \$25,000 annually, the president to get \$30,000, and that the trust shall continue during the lives of the trustees or the survivors of the trustees named, and for 21 years thereafter. That the trust could be terminated after ten years on a two-thirds vote of certificate holders, or after one year on a 90 per cent vote.

SALEM TO PORTLAND.

Electric Line Expects to Run Trains November 15th.

Officials of the Oregon Electric Railway Company are being chosen and the operating staff organized. It is expected to have electric trains running by November 15th between Portland and Salem. Guy W. Talbot, general manager, announces the following appointments: George F. Nevins, traffic manager and auditor; James B. Kerr, general counsel, and Dr. B. F. Tucker, chief surgeon.

Pickpocket Captured—

Charles Smith, who was last night taken into custody by the local officers for being intoxicated, will also have to answer to the charge of attempted larceny from a person. This morning a warrant was sworn out for Smith, charging that he attempted to rob the pockets of a patron of one of the State street saloons. It seemed that a number of men were around the bar, when Smith attempted to put his hand into one of their pockets. Nothing was said to him at this time, but several, who had seen the first effort of the crook, watched for further developments, and soon caught him with his hands in a bystander's pocket.

Diamond Stolen—

Zadoc Riggs, the well-known druggist of this city, was the probable victim last evening of a pickpocket, at least he is missing a \$350 diamond stud this morning. Mr. Riggs visited the fair ground yesterday afternoon, shortly after 5 o'clock, and did not miss the valuable stone, which had been attached to his cravat until he had been at the grounds some time. It is barely possible that the stone was lost, but it was securely fastened to the tie when Mr. Riggs left town. If the gem should be found Mr. Riggs is willing to pay a liberal reward for its return.

Thirteen Years in a Hot Bath.

Frederick Schlimme, a stonemason, died recently in the public hospital at Brunswick, Germany, having lived for nearly thirteen years in water.

In November, 1894, Schlimme, who was then 29 years old, fell from a tree, injuring his spine seriously—practically his backbone was broken and his spinal cord crushed. In consequence of these injuries the lower portion of his body was paralyzed and certain internal organs were prevented from performing their usual functions.

In order to save his life the physicians ordered him a permanent bath, in which he has since reclined, his body supported on cleverly contrived rests. The water was kept at a temperature of 94 degrees, and immersed in the water Schlimme felt little or no pain.

In a short time he was able to do basket and wire work and make cages, etc. He also bred canaries in large numbers, and displayed such ingenuity that articles he made were eagerly sought after and fetched high prices.

British and American Shopping.

Lady Auckland, member of the British aristocracy and dealer in art curios, complains that American buyers "bargain and haggle" when they come to her shop on Baker street. They "turn over things," and when an offer of 5 shillings for a guinea article is refused "walk out without buying."

Possibly they have had experience in guinea charges for 5-shilling articles. But that the complaint can be made, and the plain, blunt term applied to what with us is designated by the polite euphemism of "shopping," illustrates all the difference between English and American methods of retail trade.

Here the entrance of a customer into a shop carries no implied obligation to purchase. In the case of American department stores it may mean only a desire for a moment's diversion or to hear an advertised musical selection or to look at an art gallery. Even in the more exclusive shops it may amount at most to the casual examination of an article with a remote view to buying after prices have been compared elsewhere.

The American storekeeper, with a shrewd appreciation of the curiosity of shoppers, makes a subtler appeal to their patronage by allowing them every possible liberty of selection without restriction. Clerks too insistent in their attentions to customers usually defeat their object by the prejudice their solicitations create.

If the old notion of a shopper's moral obligation to buy and the old custom of solicting purchases at every counter still obtain in London, it might be wise for shopkeepers to do away with them. The American dollar has come to be a large item in their receipts. As an example of its importance it is noted that 30 per cent of the patronage of one of London's leading hotels last year was American, against 34 per cent British. The accounts of Bond and Revent street dealers would probably reveal a no less considerable percentage of American custom.

To invite rather than to discourage their trade, even at the cost of violating insular traditions, would appear to be good business policy. Or do London shopkeepers fear that by making concessions to American demands they will alienate their more conservative British patronage, accustomed to and dependent on personal attention at the counter, and not yet "educated" up to our free and easy methods?—New York Herald.

Women on the Stage.

There was a time when no woman was permitted even to enter the theater, much less to enter a theatrical career. The feminine parts on the stage were taken by men and boys. Even Shakespeare never saw one of his female characters enacted by a woman. His Portia, Juliet, Desdemona and Ophelia were taken by boys. Professor Raleigh ascribes to this fact the miraculous development of the poetic drama in the days of Elizabeth.

Archibell, a writer in the Century Magazine, brings out another aspect of the same question less favorable to the boy actors. Some of them we are told were 40 years of age, and a jolly old chronicler informs us that real kings were sometimes kept waiting for the performance to begin on the stage because the stage queens were delayed in shaving. Today this state of affairs is reversed. Nowhere has woman's emancipation been more complete than on the boards.

Woman, Mr. Bell declares, has done more for the theater than any other single force. The theater in return has done more for woman than any other institution, and at present her supremacy is almost unquestioned in the theatrical world.

Nordau contends that the future of poetry belongs to children and women. May the same be true of the stage? Mr. Bell evidently holds the belief that it will, which he bases upon the fact that, not content with overshadowing man, woman even takes his best parts from him, and in place of the boy-actor of former days we have the woman appearing in masculine parts. Adelaide Keim as Hamlet, Maude Adams as Peter Pan and L'Aiglon, of this generation, and several women of the past century have given ample satisfaction in masculine roles. The complete monopoly by the "weaker sex" of everything dramatic is not one of the impossibilities of the future.

Likewise Sarah Bernhardt's recent announcement that she may add the role of Mephisto to her vast repertoire is not without significance in Mr. Bell's opinion. The chorus man, he concludes, is already counted the representative of the lowest caste in theaterdom, and his more fortunate brothers are merely haug-

ing on the thread of custom, is likely to snap at any moment and leave them relics of the day when there were men actors on the stage of the theater.—Current Literature.



LORD CROMER.

Whose work in Egypt has been so successful that he is termed one of Britain's most successful builders.

Railroad Activity North

Tehachapi.

Railroad activity in the north is not confined to electric roads. On the Western Pacific is being laid rapidly and the track laying has been completed nearly as far as Oroville.

The completion of this independent line to the coast is to work quite a revolution in railway affairs in the state. It will be one transcontinental line to California in the management of Harriman has no voice and it is to result in better service and lower rates. It is confidently expected that the Western Pacific a few years will be extended southward.

The Southern Pacific has stirred into greater activity the coming of the Western Pacific a number of important improvements are in progress in that direction. First among these is a new bridge across the lower part of Francisco bay, which will be possible to run overland from the north and east directly to Francisco without the present detour at the ferry. Another device in progress in the Southern Pacific is the broadening of the present gauge through the Santa Cruz mountains. In connection with work of connection is being done from Los Gatos across the Alto. This will make a very fine line from San Francisco to Cruz.

Another important line under construction in this section is a shore road which is being built from Santa Cruz to San Francisco. It will be operated as a steam electric road. This will be a great scenic beauty and interest.

Occasional references to the developments have been made in papers of southern California. We do not believe that our people realize their magnitude and importance. To be candid, we do not admit that both in steam electric railroad building the present and northern part of the state are doing much more for the southern California. The San and Arizona road is the only important piece of railroad now under way in this section of the state.

Trolley extensions are proceeding very slowly and while numerous reports about a line from Riverside to Colton, Riverside to Los Angeles and from Riverside to Redlands are from time to time given, nothing very tangible seems to materialize. We can only hope that capitalists in southern California may be stimulated by the activity in the north and push improvements a little more rapidly.

We have been going about much faster in southern California than has any other portion of the state that we have grown accustomed to speaking in a somewhat contemptuous manner of the development in the Sacramento and other parts of northern California.

At the rate things are moving there at present, however, we have to begin to look to our future.—Riverside Press.

LOST.

Lost—A yellow Scotch collie with a white face; about 18 months old. Finder kindly return to me by phone 819. J. C. Kinsley, 343 South Winter street, 8-1907.