The Pianola Piano now at Kohler & Chase

Kohler & Chase secure the most coveted prize in the musical world == the agency for the Steinway Pianola Piano, the Weber Pianola Piano, the Steck Pianola Piano, the Wheelock Pianola Piano, the Stuyvesant Pianola Piano, the Orchestrelle, the Vocalion.



We count this the greatest triumph in our career of over 60 years---to have gained the agency of the Pianola Piano, the recognized leader, the absolute standard among player pianos.

The Pianola Piano has met with a greater success than any previous musical instrument. It was the first player piano --- it created the player piano industry. Before its coming, the ability to play the piano was limited to a few, but now the Pianola Piano has brought the enjoyment of personally producing music to hundreds of thousands of people.

This is the epoch marking achievement of the Pianola Piano, the instrument for which we have been appointed agents in the entire Northwest.

Informal Pianola Concert

This (Tuesday) Afternoon at 2:30 In the Kohler & Chase Warerooms, West Park and Washington Streets

We invite you to come and hear the new 1911 Pianola Piano played tomorrow. In these new models, the Pianola Piano has reached perfection. You will find that you cannot detect the slightest difference between playing on the 1911 Pianola Piano and the playing of a skilled pianist.

	liberal allow-
and	e for your piano
	in exchange
on	a Pianola Piano

	PROG
1-Eldorado	Barlett
2-Sylvia Ballett	
3-Two LarksLesc	hetizky
4-Bonnie Sweet Bessie	
	Hobart
5-Cupid, Jr.,	. Widler
6-Bridal Song	.Jensen

9-Boys & BettyHein 10-Yankee Prince Cohan 11—Washington Post ...Sousa 12—ButterflyLavallee

Have a Pianola Piano in your home on ten days free

Kohler & Chase

Founded 1850

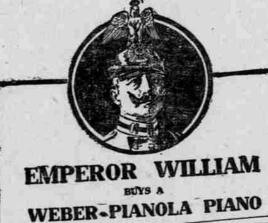
Washington and West Park

Open Evenings



If You Want the Metrostyle You Must Have The PIANOLA







Supremacy Has Never Been More Clearly

88 Educational Institutions Now Use

The PIANOLA

\$10,000,000 Company One of White's Schemes.

INDICTMENT CHARGES OUT old Directorate but One Retained | NECESSITY POINTED OUT

Seattle Stenographers Made Victims of "Accommodation" in Big Alaska Coal Company - No Salaries Received, They Say.

SEATTLE, Wash., Nov. 7.—(Special)-Incorporating of the "Alaska Clean, Smolecless Anthracite Coal Company," a 110,000,000 stock company, for the purpose of taking over Alaska coal chims secutived by fraud, inducing Miss Cora B. Anderson and Miss Neva L. Airey. Seattle stenographers, to act as dummy incorporators, are the charges brought against harry white in the indictment returned last week by the Federal grand

jury at Spokane.

Miss Anderson, who is employed in the law office of Hurrison Bostwick, in the Mutual Life building, was president of the \$10,000,000 company, and Miss Airey, who acts as stenographer for Edwin Von Tobel, also an attorney in the Mutual lafe building, filled the office of secretary and treasurer. "I was working as a stenographer for

the First National Bank when I first heard of this company." said Miss Anderson, when seen at her home in the Goldle Apartments, tonight.
"Mr. Bestwick, for whom I had done some special work out of hours came to me and asked me if I would mind being

one of the incorporators of a coal com-

in a \$10.000,000 company. Miss Aires of \$10.000 company. Miss Aires of \$1

When the name of the company was

amended other dummy officers were chosen and that was the last we heard of the matter until the special investi-gators called on us, and we were taken to Spokane to testify before the gran

DEALERS ELECT

Bridge Plans Opposed.

The annual election of officers of the Portland Automobile Dealers' Association was held last night at the Commercial Club. With the exception of the vice presidency the directorate remains th same as formerly. Frank C. Riggs is the new vice-president, vice P. A. Combs. Other officers are: C. F. Wright, presi-

dent; R. E. Blodgett, secretary, and George S. Brackett, treasurer. A resolution was adopted commending A resolution was adopted commending the New York City law regarding the taking of automobiles out of garages by chauffeurs and other persons for per-sonal use. This law is to be submitted to the City Council for consideration. A committee was appointed to see the A committee was appointed to see the County Commissioners regarding the new Hawthorne-avenue bridge, which, under the proposed plan, will be dangerous and inconvenient for vehicle traffic, declare the automobile men.

As planned at fresent the dealers association will not hold an automobile show until an auditorium is erected in Portland.

PALMER IS ELECTED MAYOR

George Henry and A. Finley Choses Commissioners at Baker City.

BAKER CITY, Or., Nov. 7 .- (Special.) -Charles L. Palmer was today elected Mayor of Baker City, and to him falls the honor of being the first chief execpany.

"I knew that he was Mr. White's attorney and as I knew also that it was not unusual for companies to be incornet unusual for companies to be incornet unusual for companies to be incorned in the companies. C. porated with dummy officers, I readily consented.

"Both Miss Airey and I signed an interminable number of papers which neither of us read.

"We had a general idea of what the company was for, that is, we knew that it had something to do with onal lands and we office looked about being officers in a \$10,000,000 company. Miss Airey was secretary and treasurer, but was given the privilege of hiring an assistant of which, of course, she immediately availed herself. Neither of us ever

"My duties as president consisted of signing papers which Mr. Bostwick brought me from time to time."

Congress to Be Asked to Provide Aerial Fleet.

General Wood Has Law Drafted in Which War Department Is to Have Charge of Supplying Experienced Airship Crews.

WASHINGTON, Nov. 7 .- Plans for an aerial squadron will be presented to Congress, the number of the air ma-chines to be provided being left by the War Department to the lawmakers. This was announced by Major-Gen-eral Wood, chief of staff of the Army. The necessity for more heavier-than-air machines is held by Army authori-ties to be imperative if the United States is to keep abreast of other pow-ers in the science of military aviation. The training of officers in the hand-ling of air craft takes time and with the Army's present facilities for prepa-ration, practically nothing can be done toward increasing the efficiency of the men of the corps. The Army now owns

men of the corps. The Army now owns only one machine.

The matter of providing funds for an aerial fleet will be put squarely up to Congress, it is said, and the aecessity for such an addition to the Army will be emphasized. It is the hope of the signal corps that a sufficient number of machines will be authorized so that every Army post in the countries? every Army post in the country will be provided with one or more, that the military may be trained in the use of the aerial craft.

LATHAM TAKES \$5000 PRIZE

Aviator Flies Over Baltimore Skyscrapers for Full Hour.

BALTIMORE. Nov. 7.—Hubert La-tham today accomplished a flight of nearly 25 miles, about half of it over this city, establishing a new record for over-city flights.

ANNEXATION IS FAVORED

People Between Grays Crossing and

up the inner harbor to and around the Sun building, east to the city limits, a mile northwest to Druid Hill Park, down Charles street to Baltimore, and then southwest to the aviation field. There was to be a short detour for the benefit of Ross Winans, a wealthy invalid, who, unable to leave his home, offered \$500 if Latham would fly within his range of vision. All this Latham accomplished. He varied his altitude from 400 to 2000 feet, and had to contend with wind blowing from seven to 15 miles ah hour. He used his 50-horsepower Antoinette and was in the air 52 minutes, making no stop after leaving the field.

All the tall buildings in the downup the inner harbor to and around the

leaving the field.

All the tail buildings in the downtown section were crowded by thousands to witness the flight. By noon,
every roof-top was black with people.

At 12 o'clock, the whole city seemed
to stop work. Some minutes later
word came that Latham had started.
Latham salled straight for Fort McHenry and when almost directly over
it turned, and, heading in a northwestern direction, steered for the
crowded skyscrapers of the down-town
district.

district.

After circling the Sun building, he continued on the route designated. At Calvert street he rose to 2000 feet and performed a series of evolutions for the benefit of Mr. Winans.

Then he headed for the skyscraper district again and, passing the high buildings, wheeled westward and bore away from the aviation field.

There were real competitions at the aviation field today. Here, again, Latham came to the front by winning first in both the duration and distance contests. Count Jacques de Lesseps, in his in both the duration and distance con-tests. Count Jacques de Lesseps, in his Bleriot, took second prize in the alti-tude and duration trials, and J. Arm-strong Drexel, in a Bleriot, won the first prize for altitude. His record was 1886

Latham took first duration prize with a total of 47 minutes 31 seconds, De Lesseps remaining aloft 30 minutes 42-3-5 seconds.

After flying in the "baby" Wright bi-plane from the railroad to the course, Arch Hoxsey made a bad landing and damaged the machine. Hoxsey was un-

Hourly distance—Won by Latham (Antoinette), 10 laps.
Hourly allfude—Won by Drexel, (Bleriot), 1856 feet; second, DeLesseps, (Bieriot) 1722 feet.
Duration—Won by Latham, 47 minutes, 21 Duration-Won by Latham 47 minutes, 31 seconds; second, DeLesseps, 30 minutes, 42 seconds.

Crossing and Lents Junction, on the Cazadero carline, was held last night in the Grange Hall at Lents. That the votes of the majority of the taxpayers present will be cast today for annexation was evidenced by the enthusiasm for

the proposal,

A large crowd listened to addresses
by Ben Riesling, J. J. Johnson, C. B.
Livingston, I. F. Coffman and J. C. McGrew, all of whom were emphatic in
their declarations for annexation to
Portland. One or two talks were made
against annexation.

Rowerman and the Railroads. PORTLAND, Nov. 7 .- (To the Edi



spoken either to Jay Bowerman or Oregon, voted and worked for that Oswald West, present candidates for Killingsworth law. As Burns says, Governor; but this I do know, that while I was vigorously fighting at Salem in 1905 for the passage of the "Killingsworth law," which entitles all have since accrued to Oregon from the have since accrued to Oregon from the Libbert worth law," which entitles all but the said and worked for that Killingsworth law, and conclusively. branch railroads in Oregon to have Killingsworth law and conclusively compulsory traffic connections with show Bowerman was opposed to rail-trunk or main lines, Jay Bowerman, road monopolles. WILLIAM REID.

tor.)-I do not know and never have then a State Senator from

To Friends of the **Broadway Bridge**

There appeared in The Oregonian vesterday, under the caption, "To Friends of the Broadway Bridge," a paid advertisement over the signature of J. L. Day, Chairman for the Republican Congressional Committee, stating,

"That I am furnishing the financial support of John Manning's Congressional campaign."

Replying thereto I have to say that I have not spent a dollar for Mr. Manning's campaign in any way, shape, manner or form; nor have I written a letter, made a speech or even attended a political meeting during this campaign. IS THIS NOT CONTEMPTIBLE TO TRY TO STAB MR. MANNING OVER MY SHOULDER IN THE LAST MOMENTS OF THE CAMPAIGN?

Who is this J. L. Day? Is he the same J. L. Day who was promoting fake prize fights here until John Manning, when District Attorney, got after him? Is this the same J. L. Day that the papers report, while attending a Lafferty meeting on the East Side, expectorated in the eye of a Minister of the Gospel? Is this J. L. Day, formerly known as Jack O'Day, following his master, Lafferty's, method of changing his name? Are not Lafferty and the Broadway bridge cause sinking to a pretty low level when they depend on such a champion who has written himself down as fit for the head of the class of Roosevelt's Ananias Club?

CHARLES K. HENRY.

(Paid Advertisement.)