

WILLIAM DEAN HOWELLS' CAREER IS FINISHED

Dean of American Letters Dies in New York.

LIFE WORK NOTABLE ONE

71 Completed Volumes Testify to Activity of Poet, Essayist, Dramatist and Editor.

NEW YORK, May 11.—Men prominent in the business and literary life of New York will gather at 11:30 o'clock tomorrow morning in the Church of the Ascension to pay last tribute to William Dean Howells, novelist and man of letters, who died in his sleep at his home here early today.

While at Savannah, Ga., three weeks ago, Mr. Howells caught a severe cold which developed into influenza. He was brought home and his son, John Straide Howells, and his daughter, Mildred, were with him when he died.

In accordance with the novelist's wishes the body will be cremated and the ashes taken to Cambridge, Mass.

At a dinner given in New York in 1912 to honor to William Dean Howells upon his 75th birthday, William Howard Taft, then president of the United States, called the guest as "the greatest living American writer and novelist."

He was the dean of American letters, poet, essayist, dramatist and editor, as well as a weaver of fiction. Beginning his first book, "Poems of Two Cities," in 1857, he lived the life of a man of letters, writing, editing, and publishing more than 71 volumes at the time of his death.

When 23 years of age he traveled to Boston to make the acquaintance of Longfellow, Hawthorne, Emerson, Holmes and Lowell. Through these among masters, he became their intimate, learning their literary traditions and preserving many of them throughout his life.

At the age of 24 he was appointed by President Lincoln as United States consul at Vermont, whom he combined his consular duties with literary work and produced his celebrated book, "Vermont Life."

Four years later, in 1845, he came to New York with his wife, who was Eliza G. Mead of Vermont, whom he had married in Paris in 1832. For two years he wrote editorials for the New York Nation and the New York Tribune and then moved to Boston, where, as assistant editor, he began his association with the Atlantic Monthly, succeeding James Russell Lowell as editor in 1872. At the age of 44 he retired to devote himself to his novels, which he produced for many years at the rate of two a year.

When 50 years old Mr. Howells found time to contribute to the editor, and later writer for the "editor's easy chair" department in Harper's magazine, and he continued to act as editor of the Cosmopolitan.

Socialistic Views Avowed. Dr. Howells had received degrees from Yale and Oxford and Columbia universities, though he had never attended college—was a keen student of current events. He avowed his belief in socialism.

"I cannot see," he declared, "that the remedy for existing conditions lies elsewhere." He was a hearty revolutionary but not permanently so.

On the subject of woman suffrage his opinion was decided. "It is not the most important developments of this generation and one of the most hopeful. The men have made such a mess of things that if the women do not come to the rescue I'm sure I don't know what is to become of us."

PASTOR CHAMPIONS I. W. W. Baltimore, Md., Preacher Urges New Trial in Centralia Case.

CENTRALIA, Wash., May 11.—(Special.)—Word was received here yesterday from Centralia, Wash., that Rev. H. H. Mitchell, Episcopal minister there, is in receipt of a letter from Rev. E. Gilman of Baltimore, Md., in which the latter refers to "miscellaneous charges" in Centralia and asks for suggestions as to how pressure may be brought to bear on Washington authorities to secure a new trial for the I. W. W. recently convicted of murder at Montezuma.

LOSS OF APPETITE Pimples and Other Eruptions—Mental and Physical Wrecks. They are all common at this time of year and are all indications that the blood is wanting in the power to defend the body against infectious and contagious diseases, because they are all indications that it needs cleansing, enriching and vitalizing.

WELL-KNOWN AMERICAN AUTHOR AND EDITOR WHO DIED YESTERDAY AT AGE OF 83 YEARS.



WILLIAM DEAN HOWELLS.

ITALIAN MINISTRY QUILTS

Premier's Plea for Vote of Confidence Fails.

Past Year Has Been Troublesome One for Signor Nitti and His Cabinet Advisers.

ROME, May 11.—(By the Associated Press.)—The ministry of which Francesco Nitti was premier and minister of the cabinet from June, 1919, succeeded Vittorio Orlando.

Premier Nitti has been the object of innumerable bitter attacks in the past year. The Catholics renege the policy of the government toward the socialist party, which he had but it was recognized generally that Signor Nitti and his ministers faced an exceptional period of unrest, particularly on the part of labor.

A few days ago the opinion in parliament was that the cabinet was shown that had Conductor Francis Nitti was running the risk of being overthrown on account of his lenient attitude during the recent disturbances in northern Italy.

ALL OF CREW BLAMED

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meeting place before he allowed his train to proceed.

Emergency Action Possible. "If the engineer had failed to stop, I would have pulled the emergency air brake myself," he testified.

The conductor and other trainmen, as well as higher Southern Pacific officials, brought out the fact that all train orders must be read and understood by every member of the crew. But in the written depositions of Conductor Francis and brakeman Finch of train No. 124, a serious discrepancy in statements was found.

Pharis Is Contradicted. "No, I never saw the orders and did not know what they were," reads the deposition of Brakeman Finch. "This morning I was around when he told me if I was around when he got them, but there were times when I did not know what they were."

In the actual tests with the air emergency brakes at the scene of the tragedy yesterday morning, it was shown that had Conductor Pharis applied the conductor's emergency air cord even after Engineer Willitt had passed the signal where the train was to have met, his train could have been brought to a stop before it crashed into the out-bound passenger train.

Speed Estimated High. "No stop was made there. I am sure, and no emergency air brake was applied," he testified. He also estimated the speed at about 45 miles an hour, which was a higher rate than that estimated by any other witness.

His traveling companion, Frank A. Kemp, a Southern Pacific bridge foreman, said he thought the train failed to stop at Bertha station, but he was not absolutely sure. He also thought the train was traveling at about 45 miles an hour.

Miss Rimalda Cameron, who was one of the few passengers in the forward part of the first car of the incoming train to escape serious injury, said back that she had no doubt whether or not the train stopped at Bertha station. She said she thought the train was traveling at a greater rate of speed than usual. She said she noticed the application of the emergency brakes at the scene of the crash.

"IGNORE PRUDENCE" DANIELS REVEALS WAR POLICY SPEECH BEFORE SENATE

Audacity Is Demanded President in Urging Officers of Fleet to Do Unusual Things Offers to Make Sacrifice.

WASHINGTON, May 11.—President Wilson's "bold and audacious" war policy for the navy was laid before the senate naval investigating committee today by Secretary Daniels in continuing his answer to charges by Rear-Admiral Sims against the navy department and the president.

The president laid down his policy in a letter to officers of the Atlantic fleet, speaking aboard the flagship Pennsylvania in August, 1917. He told them he was not satisfied with progress against the submarines being made by the allies and urged them to make a sacrifice half of the navy Great Britain would together have, to crush enemy submarine nests.

"Forget Prudence" Is Advice. "Do not stop to think of what is prudent for a moment," he said. "You will win by the audacity of your methods when you cannot win by circumspection and prudence."

Admiral Sims had refused to approve the navy department's plan for the North sea campaign during the last months, Mr. Daniels told the committee. He added that after Admiral Sims had refused to approve the plan, the British admiralty's agreement to the plan, Admiral Sims attempted to get the credit for the project to the British.

Section Foreman Testifies. Andrew Johnson, section foreman at Bertha station, was absolutely positive that the train stopped and that five passengers boarded the train at that point.

Robert Brunke said he boarded the train at Bertha station and that he was absolutely certain it stopped at that point. "I don't want to swear my life away, but I am sure we stopped there as I am that I am sitting here in this chair," he testified.

Speed Average, Says Brakeman. George O'Connor, rear brakeman of train No. 197, the out-bound passenger, testified his train was running at about the average rate of speed and under normal conditions. He also testified that it is one of the cardinal rules of railroading that all members of a train crew must be thoroughly acquainted with the nature of their protection for their passengers.

"If I had been a brakeman on No. 124 and the engineer had ordered a meeting place, I most certainly would have pulled the conductor's emergency air brake and I would feel responsible for what happened if I had not," he testified.

O'Connor also testified that he felt his engineer, Dick Bland, apply the emergency brakes just as the train was rounding the curve a few hundred feet west of the siding which he said was the scene of the crash. "As soon as I got out of the car I went to read our orders," he testified.

"Why did you do that?" he was asked. "I wanted to be sure I was right," he replied. "I am ready to take the blame for that. I am ready to take the blame for that. I am ready to take the blame for that."

"I am willing to make any sacrifice for that," he said. "I am willing to make any sacrifice for that. I am willing to make any sacrifice for that."

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thing that the other side does not understand. "I think that there are willing ears to be found in the American navy and the American army because that is the kind of folks we are. We get tired of the old ways and covet the new ones."

"I am not discouraged for a moment, particularly because we have not even begun and without saying anything in disparagement of those with whom we are associated in the navy. I do expect things to begin when we begin. If they do not, American history will have changed its course, the American army and navy will have changed their character. There will have to come a new tradition into a service which does not do new and audacious and successful things."

DOWNPOUR WORKS HAVOC

HEAVY RAINS DAMAGE RAIL AND WAGON ROADS.

Cloudburst Near Billings, Mont., Inundates Large Section—Many Bridges Swept Away.

SIOUX FALLS, S. D., May 11.—Heavy rains in eastern South Dakota last night caused considerable damage to rail and wagon roads, according to reports from points east of the Missouri river, in some places the precipitation bordering on a cloudburst.

Reports told of 15 miles of track being washed out on the Chicago & Northwestern between Blunt and Pierre. Washouts occurred in other places. Trains west from Pierre have been annulled because of the downpour in that section.

BILLINGS, Mont., May 11.—Thousands of dollars' worth of property damage is believed to have resulted today by last night's cloudburst over the area known as the Billings Bench, northeast of this city. Persons who came in from the district affected and others reached by telephone today reported that practically the whole countryside was still under water this morning.

No loss of stock was reported, but irrigation ditches were washed out, bridges swept away and newly plowed and seeded fields were badly damaged, it was reported.

DELEGATIONS GET SEATS

SPACE IN REPUBLICAN CONVENTION IS ALLOTTED.

Some States Elect More Men Than Allowed According to Call of National Committee.

CHICAGO, May 11.—Delegates to the republican national convention from Connecticut, Arkansas, North Dakota and Colorado will sit in the front row of the coliseum at Chicago in June, according to drawings made today by the national committee. The rear row will be occupied by delegates from North and South Carolina, Hawaii, Montana and Florida.

Several of the delegates at large from Iowa, Nevada and other states, where more were elected than the states were entitled to, may have difficulty in obtaining seats.

The convention committee had only 984 seats to dispose of in today's drawing. A. H. Hart, chairman of the committee, said, "I don't know where the extra delegates will be seated. We are following strictly the call sent out by the national committee on December 16."

Wherever additional delegates have been elected the vote to which the delegation is entitled was split among those elected.

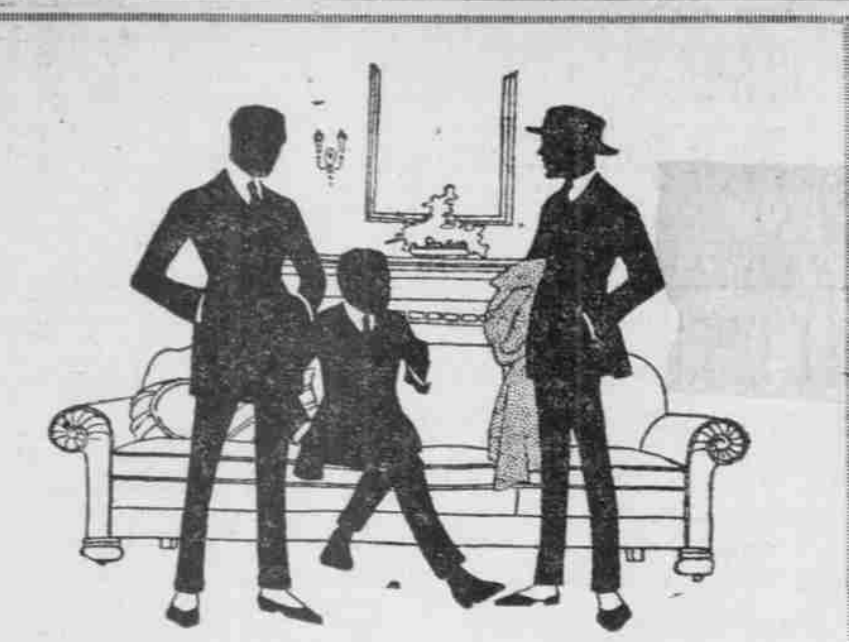
FLEET USES U. S. MEATS

Reports of Purchases From Orient Declared Unfounded.

WASHINGTON, May 11.—Reports from the Pacific coast that the navy department had purchased meat from Australia, Japan and China, are unfounded, Senator James D. Phelan said today. He said that the navy department had purchased all supplies for the fleet at Pacific ports. Mr. Phelan said.

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INDIANA YET IN DOUBT

CANDIDATES ALL ACTIVE IN SCRAMBLE FOR VOTES.

State Law Requires Majority to Instruct National Delegation and Wood Only Has Plurality.

INDIANAPOLIS, Ind., May 11.—Chief interest in the republican state convention, which convenes tomorrow morning for two days, centers in the decision as to instructions regarding the delegates to the national convention. Although Major-General Leonard Wood received a plurality at the state-wide primary election last week, while Governor Frank O. Lowden of Illinois and Senator Warren G. Harding each polled a large number of votes. The state law requires a majority vote to make instructions binding on the delegates.

A spirited contest is expected because Senator Johnson has a plurality in four of the 13 districts of the state and a majority in one of the state at-large seats. He has 25 delegates and four delegates-at-large, all with one vote each, to the national convention. The keynote speech will be made by United States Senator James E. Watson, temporary chairman. Addresses will be made also by United States Senator Harry S. New, permanent chairman, and Will H. Hays, national chairman.

Fur Prices on Decline. ST. LOUIS, Mo., May 11.—Sales at the spring auction of the International Fur exchange today amounted to \$2,000,000. Alaskan natural blue foxes brought the highest prices, ranging from \$170 for a lot of 1000 to \$225 for a lot of 31, extra fine. Prices are showing a general decline of from 20 to 35 per cent under those paid at the February sales. They maintain about the average of 1919.

Couple, 60 and 57, Remarried. VANCOUVER, Wash., May 11.—(Special.)—Dennis O'Connell, 60, a native of New York, and Mrs. Clara Rose Winters O'Connell, 57, of Oregon, were remarried here today. They gave their address as 148 Thirtieth street, Portland. O'Connell is a builder. The marriage ceremony was performed by Cedric Miller, justice of the peace.

Everything About Cuticura Soap Suggests Efficiency. Couple, 60 and 57, Remarried.

RED SOCIALISTS DEFEATED

(Continued From First Page.)

such democracy into an absolute autocracy. Victor L. Berger, unseated representative in congress from Milwaukee, under a 20-year sentence for violation of the espionage act, urged adoption of the Hillquit platform unchanged.

He declared that for 40 years the socialist party had not talked a language the people of the country could understand.

"I don't believe in any dictatorship," Berger said. "I don't believe in the dictatorship of General Palmer, Postmaster-General Burleson."

"There is distinction in the privilege, and I for my part, am sorry to play so peaceful a part in any war as I myself am obliged to play, and I conceive it a privilege to come and look at you men who have the other thing to do, and having that come and tell me . . . ask how this thing can be better done; and we will thank God that we have got men of imaginative brains among us."

Tradition to Be Ignored. "We have got to throw tradition to the wind. I am ready to do that. I am ready to do that. I am ready to do that."

"As I have said, gentlemen, I take it for granted that nothing that I say here will be repeated, and therefore we have suggested anything to the British admiralty, and reported to the committee. I do not care whether it had never been done that way, and I felt like saying: well, nothing is the thing that is systematically as nothing is being done now. Therefore, I should like to see something unusual happen, something that has never done before; and, inasmuch as the things that are being done to you were never done before, I think it is worth while to try something that was never done before against those who are doing them to you?"

Butterick—Publisher The Delineator (\$2.50 a Year) Everybody's Magazine (\$2.75 a Year) The Designer (\$1.50 a Year)

What Do You Know About Pianos? Assuming that you can "tell a good tone," can you judge the hundred and one things which enter into the making of a piano—the things which enter into their part in making and maintaining a good tone? Do you know the differences in plate and scale design? Are you familiar with the various actions? Are you a judge of the wood, the wire, the felt, the veneers and all the other materials which enter into the making of a piano?