



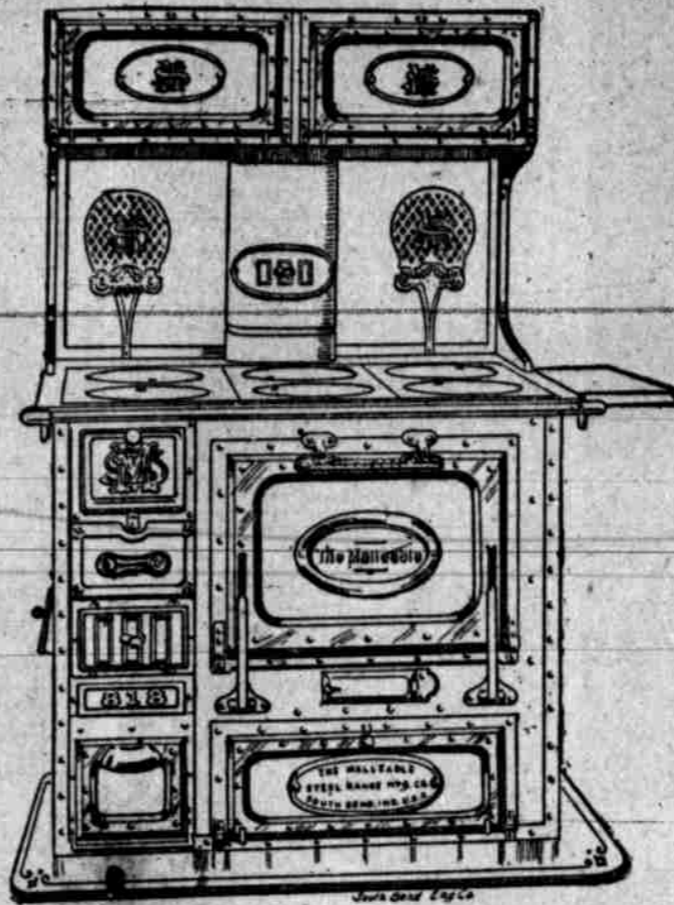
# A COOKING DEMONSTRATION OF "The Malleable" Range COMMENCING TUESDAY

An interesting and instructive demonstration of the world's greatest Range in operation—of its unexcelled qualities in cooking and baking—of its economy in fuel—both wood and coal. An event of special importance, and an opportunity to those who are dissatisfied with their cooking apparatus—who would banish forever their stove troubles and buy a Range that will give satisfaction in every way—guaranteed—a Range that will last a lifetime—"The Malleable." There's a reason for all stove troubles—poor draft, waste of fuel, or, to sum it all up, inferior construction and material. There's a way out of kitchen troubles—an easy way—and a way to keep out of them. An expert demonstrator who will be in attendance will explain how these defects have been overcome in the scientific construction of "The Malleable." For the woman whose pride is in her cooking—who expects more than ordinary results, and the man who is willing to combine greater economy and better food, there's a big, wholesome lesson to be derived from an intelligent investigation of the sterling qualities of "The Malleable." This Range received the highest awards at both the St. Louis and the Lewis and Clark Expositions, and many will, no doubt, remember the handsome display of "The Malleable."

This demonstration will continue for two weeks, during which we will serve free to all visitors.

## THREE MINUTE BISCUITS AND SAVORY COFFEE

You are cordially invited to visit us and see "The Malleable" in actual operation. Demonstration from 8 A. M. to 6 P. M.; Saturdays, 8 A. M. to 9 P. M.



THE MALLEABLE—the world's most scientifically constructed—greatest cooking apparatus—proclaimed by stove and range experts to be the leading Range. Built of malleable iron and Bessemer steel in combination—riveted to air-tightness—like a boiler—these qualities being most essential for economical and satisfactory operation, "The Malleable" is noted for its symmetry of design and plain, yet rich, ornamentation. It has top and lower warming closets, both having drop doors, on which dishes may be placed, and which, when not in use, can be closed up out of the way. The firebox of "The Malleable" is one of its strongest features. Disposed around this is over one hundred pounds of the very best gray iron, made in four sections. In the duplex grate has been attained the highest degree of perfection—operates equally well with all grades of coal and wood. By one turn of shaker to right or left the grate can be adjusted for either fuel. The oven of "The Malleable" possesses distinctive points of merit—insuring perfect results—all that could possibly be wished for. Those who are fortunate in seeing the Range in operation and partaking of the biscuits baked during the demonstration, will be convinced of its superior baking qualities. These features constitute but a few of the many which combine to make up this modern Range. Our terms on "The Malleable" have been the means of placing hundreds of these Ranges in Portland homes—

### SPECIAL DURING THIS DEMONSTRATION

TWO SETS OF HIGH-GRADE COOKING WARE AT PLEASING SPECIAL VALUES  
 Set, consisting of nine pieces, in the turquoise and white; special.....\$5.50  
 Set, consisting of thirteen pieces, in the granite ware; special.....\$5.25  
 Special terms on either set—\$1.00 DOWN, 50c WEEK.

ONE IN THIRTY ONE PER WEEK DOLLAR DAYS DOLLAR THEREAFTER

We give most liberal allowances in exchange for your old stove or range.

### SALE OF COUCH COVERS

Tomorrow and Tuesday in Drapery Department—Sixth Floor

Special values in Couch Covers, three yards long, sixty inches wide, in several Oriental patterns and color effects.

Regular \$2.50 values; special each \$1.50  
 Regular \$4.50 values; special, each \$2.75

Mail Orders Will Receive Prompt and Careful Attention



### SPECIAL TERMS OFFERING Two Patterns in MORRIS CHAIRS

On the Easy Payments of

\$1 DOWN, 50c PER WEEK

For one week only—commencing tomorrow—a special-payment-terms offer on two attractive designs; which we have selected from our line of these popular Chairs. Frames in the quarter-sawed golden oak finish, spring seat, loose velour cushions; in several colors and patterns. These are splendid values at the prices of \$12.50 and \$14.00



### SALE OF COTTON RUGS

Tomorrow and Tuesday in Carpet Department—Sixth Floor

Reversible and Washable Rugs, suitable for bathroom and bedroom—in two sizes and an assortment of pretty patterns, in blue, brown, red, green and yellow.

27x54 sizes, regular \$2.25; special, each.....\$1.35  
 30x60 sizes, regular \$2.75; special, each.....\$1.65

Special Attention in the Filling of All Mail Orders

The Ladies' Waiting Room Is proving most popular with those who desire to spend a few moments' rest during the shopping hour. Everything here for your comfort and convenience—popular magazines, free telephone, stationery.

# TULL & GIBBS

YOUR CREDIT IS GOOD COMPLETE HOUSE FURNISHERS MAKE YOUR OWN TERMS

Our Exchange Department Is of special interest and advantage to those who are contemplating replacing their furniture with more desirable pieces, and it is with the intention of making this exchange, with most liberal allowance, that we have created this department.

## GOVERNMENT OWNERSHIP OF RAILROADS

By C. P. Strain, Assessor of Umatilla County.

Owing to a growing conviction that the railroad monopoly is the parent of American plutocracy, and to public despair of effective rate legislation, an increasing number of thoughtful citizens are coming to regard public ownership as the only means of controlling transportation and its allied monopolies. As might be expected, the conservative, the minion of privilege, and the direct beneficiary of monopoly resist government ownership. The principal objections urged against it are these:

1. Legal difficulties of acquisition.
  2. First cost of roads.
  3. Incompetency of government administration.
  4. Encroachment of government upon private initiative.
  5. Centralization of government.
- No student of government will deny the seriousness of the foregoing objections. Neither should he dismiss the subject because of its difficulties. Whenever the aims of private ownership are known to outweigh the probable abuses of government ownership, the American people will make the change.
- Legal Impediments.**  
 If the people decide in favor of government ownership, they will first have to grapple with the subject of acquisition.



C. P. Strain, Assessor of Umatilla County.

Three methods present themselves, namely:  
 1. Condemnation.  
 2. Purchase at voluntary sale.  
 3. Government competition.  
 No legal doubt exists of the power to exercise the right of eminent domain. We all know that government grants that power.  
 It is axiomatic that only what is possessed can be delegated.

A condemnation process of this magnitude would involve much time. A voluntary sale to the government at reasonable prices without employment of some device of compulsion, cannot be expected.

The whole nation is stronger than any of its parts. It has been said that the power to tax is the power to destroy.

The whole property of the people, including railroad property, is liable to taxation.

The government, having the taxing power, can construct and maintain, by exercise of that power, competing roads. Having power, also, to regulate commerce, it can require private interests to obtain federal licenses subject to taxation.

It is not contended, of course, that the federal government can levy direct taxes upon railroad assessments, but it can apportion direct taxes among the states in proportion to census enumerations.

Having these powers, government ownership is not a question of authority. It is a question of ability to exercise that authority.

Whenever the people decide in favor of it, the real fight between them and the railroads will consist in a contest over control of congress. Interstate roads only through congress. They can control congress in no way except by means of elections.

Elections are made through party nominations, and these have to run the gauntlet of political conventions. Senators are elected by the still more indirect vote of legislatures.

The railroads now combat the principle of government ownership. Having been defeated in this, they will next obstruct its execution.

As a last resort they will fight for a sale at exorbitant prices.

The general balance sheet for the year ending June 30, 1904, shows for roads, a cost of \$10,784,448,493. For equipment, \$727,087,628. Total cost \$11,511,537,121. See U. S. railway statistics for 1904.

Railroad accounting usually exaggerates cost. To the first cost, they add subsequent expenditures for betterments, which include correction of errors made in original construction. In this way, railroad cost is built up year by year until it exceeds original cost, or cost of reproduction.

As already stated in a preceding article, railroad capital in the United States consists of:

1. Total funded debt . . . \$ 6,872,226,350
2. Total stock . . . . . 6,339,939,879

Total . . . . . \$13,212,166,229

This is a large sum. A proposition to create a new debt, such as the purchase of this property involves, would stagger the country.

But railroad bonds are already a private debt, secured by a property resting upon monopoly, having power to collect all interest charges from the public indirectly.

The stocks, with the water squeezed out, would not be so large as to impose a real financial barrier. Even with the water in, it would involve a new debt of but \$38 per capita, against a new debt of \$95 per capita occasioned by the civil war.

The civil war not only created a new debt of \$95 per capita. It acquired no property to represent the debt. It also destroyed billions of property by emancipation, and other billions by the ordinary destruction incident to war. Not only this. It laid the foundation for pension claims equal to the immediate cost of the war. It destroyed lives having a large economic value.

A new debt of \$23 per capita to be assumed in the purchase of railroads would not in itself impose any new burden at all.

The railroad monopoly now pays an average of more than 4 per cent net upon its present watered stocks. It now collects this from the people.

Under government ownership the people would become their own collectors.

We have been assuming also that all the roads would be taken over at once, but they are not likely to be.

**Government Incompetence.**

It is a fact that work upon the public roads and such other work as does not permit of thorough organization costs more than like work done for individuals. But railroads are not individuals; they are corporations, subject to the same difficulties of administration as the government.

Such public work as can be organized has not proven expensive or inefficient as compared with private corporations.

What private corporation could enlist, equip and maintain an army or navy, as

cheaply as the government? What corporation could maintain the postoffice as cheaply as the government?

What corporation would afford a service of equal efficiency?

The railroads are organized from top to bottom now. A single management would still further improve their organization.

Organization not only introduces system; it also supplies a motive for employees to advance, and this promotes efficient service.

The army, the navy and the postoffice are models of system. They all possess progressive salaries and honors which incite desire for promotion.

But it is argued that government ownership would be an encroachment of government upon private initiative.

Upon this topic there can be no division of opinion among real democrats.

The word democrat is not used here in a partisan sense. It refers to those like Lincoln who would commit the government to the collective conscience and wisdom of the people rather than trust it to a self-interested few. Real democracy, or the people collectively, desire a fair field and no favor. They resent unnecessary government interference.

Those who prefer idleness with yarn galuses and leather breeches, huts and shanties, beans and bacon, rather than luxury with labor, are not to be denied their choice. Those who wish to invest in competitive industry are permitted to do so.

But when it comes to a choice between private monopoly and public monopoly, then the true democratic doctrine leans toward public monopoly. Private monopoly excludes the ordinary

individual from participation in both management and profits. Public monopoly shares both with him.

The true democrat demands that every possible avocation be freely open to all. But when the magnitude of an enterprise forbids this, then the democratic policy or that of the people generally requires a fair division of the fruits of the resultant monopoly.

**No Increased Centralization.**

As to the argument that government ownership involves centralization of government, democrats cannot be of two opinions upon this topic.

Great democrats of all times and countries oppose centralization of government. But they also oppose plutocracy, political and social oligarchies, and every species of centralized power.

When it comes to a choice between centralized government, directly responsible to the people, and a centralized government responsible to a few thousand predatory monopolists, then all democrats and non-monopolists, must decide in favor of centralized government responsible to themselves.

The railroad monopoly, being the monopoly of other monopolies, breeds the plutocracy that now controls the country.

The people have a choice of taking over this monopoly and turning her pies into their own pen to make pork for themselves, or of permitting her offering to still further multiply the power of private monopoly.

Whether or not we will, we are bound to swallow centralization of government. Then why not accept it philosophically and take what benefits we can by appropriating its fruits to our own uses?