

MUNICIPAL DOCKS BENEFITS VERY PLAINLY SHOWN

San Francisco. Cheapest Port
in Country and State Owns
Valuable Property Along the
Waterfront.

(United Press Special Wire.)
San Francisco, Nov. 7.—As a
striking example of the practical
benefits accruing from public ownership
of wharves and dock facilities, San
Francisco is now recognized as one of
the strongest arguments against private
ownership. An examination of the re-
ports of the principal ports of the United
States and Europe shows that San
Francisco is not only the cheapest port
in the United States from a shipping
point of view, but one of the cheapest
in the world. Taking the dockage rates
and tolls of half a dozen of the largest
ports in Europe, including Antwerp,
Liverpool and London, they average 30
per cent higher than San Francisco.

The toll on all freight taken over
San Francisco wharves is 5 cents a
ton. The dockage rates on ships of 200
tons or less is 7 cents a ton. The dock-
age rates on ships over 200 tons is \$1
for the first 200 tons and three quarters
of a cent for each additional ton. Ev-
erybody is treated alike and freight
handled over leased wharves and ships
docked there are assessed on the same
scale by the state. The leasing of a
wharf gives the tenant the advantage
of a permanent location for the handling
of freight consigned to him, but in San
Francisco the state reserves and exer-
cises the right to dock ships at any
wharf where there is space available.

As the result of public ownership the
people have on the San Francisco water-
front \$25,000,000 in improved property
incumbered with but \$2,000,000 of debt.
All commerce coming to this port is
treated on an equality irrespective of the
affiliations of the owners of the
ship that brings it. The state's prop-
erty along the waterfront is increasing
in value and before many years it will
be possible to operate all wharves
without imposing any tax whatever on
commerce.

COMPANY PAYS CASH FOR SUMPTER MINE

(Special Dispatch to The Journal.)
Sumpter, Or., Nov. 7.—The Dixie
Meadows mine, near Prairie City and
southwest of Sumpter, which has been
sold to a syndicate of New York capi-
talists and mining men for \$15,000, was
paid for in cash. The company, which
is taking over the well known property is
known as the Dixie Meadows Mining
company, and is a million dollar cor-
poration. The company for handling
the property has been fully financed,
the officers of the company being the
following, widely known financiers and
mining men, who have interests all over
the United States: President, W. H.
Ferry, of Perry, Weber & Co., manu-
facturers of hats, New York; Alexander
Konta, banker, New York; The board
of directors comprises the foregoing
officers and the following well known
men: F. W. Scofield, Sumpter; Mr.
Tomlin, of the banking house of Hall-
garten & Co., New York; E. Hothorn, of
L. Vogelstein & Co., 42 Broadway, New
York.

Arrangements are now being made
for carrying on extensive development
during winter, and a large tonnage mill
will be erected as soon as plans can be
made and arrangements made for the
necessary machinery. Power drills and
compressed air will be used in the un-
derground work this winter.

CLEVELAND SEISMOGRAPH RECORDS DISTANT QUAKE

(United Press Special Wire.)
Cleveland, Ohio, Nov. 7.—The seismo-
graph of St. Ignace university re-
corded an earthquake occurring 2000
miles distant from the observatory yester-
day afternoon. The main distur-
bance began at 3:50 p. m., reaching its
maximum at 3:55 p. m. and ending at
3:40 p. m. Father Odenbach, the ob-
server, believes the shocks occurred in
South America.

MONEY IS GOING TO BE EASIER

Immediate Relaxation is Indicated
It is now generally admitted that
money will be easier in the immediate
future. Money becomes dearer when
there is less of it. Oregon with her
wonderful diversified interests and
money-producing ability never needs to
have a scarcity of money. It behooves
every citizen who is loyal to himself,
to his family and to the state of Ore-
gon in general to assist in making
money easier (more plentiful) by keep-
ing in Oregon every dollar that can pos-
sibly be kept here. Give preference to
Oregon-made goods on every occasion.
That is true loyalty to Oregon. Real
"live wires" impress. Life insurance
premiums paid to California and east-
ern companies are one of Oregon's great-
est money drains. More than \$14,000,000
of Oregon money is now held in trust
by outside life insurance companies and
is used in the business life of Califor-
nia, New York, Wisconsin and other
states. A portion of this money is re-
turned here in loans, but the interest
on these loans must be sent out of
Oregon, and this becomes a further
drain on Oregon's money-producing
power. This is logic that no man can
truthfully dispute. Oregon Life is the
only life insurance company exclusive-
ly Oregon. The only Oregon company
conducted on the mutual plan in the
interest of its policyholders. It is the
only company "a success from the
start." It is, therefore, the personal
interest of every citizen of Oregon to
use his influence so that life insurance
be bought of Oregon Life and the money
kept in Oregon for Oregon's develop-
ment.

Oregon Life
THE POLICYHOLDERS' COMPANY
Is Best for Oregonians

MORE HONOR FOR MARVIN HUGHITT

Former Head of Northwestern
Road Suggested as Dean of
Railroad Presidents.

Marvin Hughitt, who retired recently
from the presidency of the Chicago &
Northwestern railroad and was elected
chairman of the board of directors, has
been spoken of as the dean of the presi-
dents of the large American railways.

Mr. Hughitt became president of the
Chicago & Northwestern in 1887. Sir
William C. Van Horne did not become
president of the Canadian Pacific until
1888. E. P. Ripley did not become presi-
dent of the Santa Fe until 1896. Alex-
ander J. Cassatt was not elected presi-
dent of the Pennsylvania railroad until
1899. James J. Hill became president
of the St. Paul, Minneapolis & Manito-
ba in 1883, and was elected president of
the Great Northern in 1889; but he re-
tired some time since from the duties of
the presidency to those of the chairman-
ship. The only man who is now presi-
dent of a large American railway and
who was president before Mr. Hughitt
was elected president of the Northwest-
ern, it is believed, is Milton H. Smith
of the Louisville & Nashville. But Mr.
Smith's service has not been continuous.
William A. Gardner, vice president of
the Chicago & Northwestern in charge
of operation, who has been elected to
succeed Marvin Hughitt as president,
becomes the administrative head of the
entire Northwestern system. Mr. Gar-
ner's promotion marks the achievement
of an ambition of many years. He has
long ranged among the very leading
railway executives of the United States.
It is understood that he has been
long having offers to leave the North-
western, by the acceptance of which
he could have become the president
of a large railway system before
this. But all of his railway career ex-
cept a short part of it when he was a
boy telegraph operator, has been of 2000
miles to one, including its subsidiaries,
of almost 3000 miles.

He has risen step by step through all
grades of the operating department. He
knows the road as perhaps no other man
except Mr. Hughitt knows it. He knows
and loves the Northwestern and the
Northwestern knows and loves him. Not
unnaturally, therefore, he preferred to
stay and take his chances with it.

ASSEMBLY RALLY IS FROST AT OAKLAND

(Special Dispatch to The Journal.)
Oakland, Or., Nov. 7.—The "big" as-
sembly Republican rally which had been
advertised for a week to be held at
Oakland was pulled off at the opera
house here Saturday. When Honorable
A. F. Stearns called the meeting to or-
der, there were 22 people in attendance,
six of whom were candidates, five
amused Democrats and the balance of
the "audience" were assemblyites. Short
talks were made by several candidates
for county and district offices, among
them being J. A. Buchanan, nominee for
joint representative; Ben Huntington,
nominee for representative, and J. C.
Fullerton, candidate for county judge,
all of them being assembly nominees.
The fact that so few voters turned out
to hear these men speak is a good in-
dication that the assembly candidates in
this section are not popular. Every-
thing points to a very heavy Demo-
cratic and anti-assembly vote in this
part of Douglas county Tuesday.

FROM SAN DIEGO COMES EARNEST PLEA FOR PUBLIC DOCKS

San Diego, Cal., Nov. 4.—To the Editor
of The Oregon Journal.—Noting the
splendid fight that The Journal is mak-
ing in behalf of public docks for the
city of Portland, and being intimately
acquainted with both the physical and
political conditions which prevail there,
I have made mention of Portland in con-
nection with the great fight for public
docks now being made in this state.
The same influence, and I might say
vicious influence, prevails all over the
coast. An argument made for one sec-
tor, applies to all.

The railroads sometimes fight each
other, but they are a unit when it comes
to fighting the public. The railroad
managers of the country realize better
than any one else what the completion
of the Panama canal means in the way
of competition, and they are bending all
their energies toward its defeat by the
control of the docks which the Panama
canal ship must employ. Portland has
been "gold bricked" on its dock man-
agement for a good many years, but I
believe that the reign of the "gold brick"
operator is at an end in Portland, as it
is in this state. The people are now in
the saddle, and they are going to stay
there.
JOHN T. FLYNN,
Harbor Engineer of San Diego, Cal.

C. T. HUGHES TAKES POSITION IN FRISCO

Charles T. Hughes, manager of the
surety bonding department of Hartman
& Thompson, has resigned his position,
and on November 13 will go to San
Francisco, where he will take charge of
the Illinois Surety and Maryland Cas-
ualty companies, which are conducted
under one management.
William Tate of the firm of Hubbard
& Tate of Tacoma, will succeed Mr.
Hughes. Mr. Tate has been northwest
manager for the U. S. Fidelity & Guar-
antee company. The executive offices
of this company are at Baltimore, Md.
Mr. Hughes has been with Hartman &
Thompson the past four years, and has
charge of the bonding and liability fea-
ture of the company. He has the record
of writing the largest surety bond in
the northwest, or along the coast. This
bond was for the Snavely-Hatchers Pipe
company, and was for \$1,500,000. It
was on the second Bull Run pipe line,
which the city is having laid by this
company.

MADE A MISTAKE BUT WE'RE GAME

We'll Do the Next Best Thing and
Take Our Medicine.

To those who may be interested in
a piano at this time; we, as manu-
facturers of the "Cote" piano, Fall River,
Massachusetts, have an extraordinary
condition of affairs to relate, in con-
nection with a shipment of about ninety
pianos from our factory, which are
now here in Portland, and through a
misunderstanding with the dealer to
whom they were shipped here, we are
going to throw the entire lot on the
market Monday—retail—at an awful
sacrifice. Now listen!

These pianos were intended for, and
supposed to be, shipped to our agents
in New York and Boston, but having an
order for several carloads at the same
time from a firm in Portland, our
shipping clerk made the error of way-
bills the Portland firm's order to the
New York house, and the five carloads
intended for New York and Boston
houses, were through the same mistake
shipped to Portland, and the error was
not detected till twelve days later—
too late to recall them as they were
then practically due to arrive in Port-
land, and did arrive two days later.

While we regret exceedingly the silly
error on our part—in crossing the ship-
ments—and disappointing the different
firms, as well as humiliating ourselves,
we want to be fair, and have offered
liberal concessions to both firms if
they would retain the shipments as
made. We had no trouble in satisfying
the New York house to retain the
shipment intended for the west, but
the Portland concern—we are sorry to
say—has seemed to want to take undue
advantage of our error in shipping, and
has declined to take the pianos except
at a discount of \$50 a piano less than
the low wholesale price at which they
were billed, knowing of course, that it
would cost us about that much money
each on boxed pianos for freight
both ways if we had to ship them back
to the factory—therefore their ridicu-
lous offer. It would mean a loss to us
of over \$4000 below the wholesale price
on this shipment, and over \$2000 be-
low the actual cost to build the pianos
in our factory at Fall River, Massa-
chusetts.

We like sharp buyers, but this concern
pleases us too well. The result is, we
have ended the negotiations, taken pos-
session of the pianos, and while we are
manufacturers only, and not in the re-
tail business, we intend to dispose of
this shipment of pianos right here in
Portland to private parties at retail,
and at such prices as will give this
concern a little of the hottest competi-
tion they have ever been up against.

In fact, we intend to offer these
pianos at retail to time buyers, at the
exact wholesale figures at which we
billed them to this Portland concern at
our factory, and to spot cash buyers
for five per cent less money.

We have rented for a few days, the
large double store on the corner of
Park and Morrison, known as 261 and
263 Morrison street, for the purpose of
giving every one interested a conveni-
ent opportunity to see these instru-
ments, and help themselves to a strictly
first-class piano without profit to
anybody, in fact considering freight
and expenses, at a loss to the factory
that built them.

This entire shipment of five carloads
is now in this warehouse, all in order,
and ready for sale this morning,
beginning at \$350, and in order to dis-
pose of the whole lot within two
days—today and Tuesday—we
shall offer our finest and most magnifi-
cent upright grand (a superb style
built for "Schirmer," New York, and
shipped here through mistake) built to
retail East for \$550; we shall offer this
piano for \$225, on terms of \$15 down,
and \$10 a month, or 5 per cent less
(\$217.50) all cash.

Our next most costly style (its the
same thing but a shade less elaborate
case) built to retail at \$500,
will be sold tomorrow for \$265, on
terms of \$25 and \$10 a month, or 5
per cent less—\$251.25 all cash.

Our next most costly style, built to
retail for \$450 (and its a beauty) will
go tomorrow at \$215, on same terms as
above, or 5 per cent less—\$204.25—spot
cash.

Our next most costly style—our \$400
piano, is the most popular instrument
we turn out of our factory, and of
which style alone we build over four
thousand a year, retails East strictly at
\$400, will be sold tomorrow at \$195, on
terms of \$25 down and \$10 a month, or
5 per cent less (\$185.25) all cash.

This piano is worth twenty-five dol-
lars more money than that wholesale
at our factory, Fall River, Massa-
chusetts, without freight to Portland,
and is the greatest bargain at \$195 any
man has ever seen, or had a chance to
buy. We have this style here in all
the fancy woods—mahogany, quartered
oak or curly walnut.

Our \$350 piano will be held at \$175
on terms, or \$166.25 cash; and our \$300
style—a very fine little piano but plain
case—may go tomorrow at \$160, on
terms, or \$152 all cash.

Now just a word please about the
"Cote" piano (pronounced cote, with
emphasis on the "a") we realize that
our pianos are not well known in Port-
land, having never before been handled
here, but in and through this sale we
intend to make them known here as they
are east of the Rocky Mountains where
they are highly appreciated and handled
by most of the large dealers exten-
sively.

Our aim is to make a very superior
instrument, no matter how plain the
case may be, and we believe nobody
can make it any better.

All our pianos carry a ten-year guar-
antee, stamped on the under top lid of
the piano, and we will make it good
without equivocation.

In conclusion let me say that as
piano builders, and under the condi-
tions of this sale, we believe that we
can give you twice as many reasons for
the money as any dealer in this city
can afford to give—Think it over.

Our store will be open at 261 Morri-
son street from 8:30 in the morning till
midnight today and Tuesday, and longer
if necessary.

For further particulars see our full
page display ad of today on page 11,
section one, of this issue.

COTE PIANO MAN'F. CO.,
A. A. Fisher, Manager,
261 Morrison St.

GRACE EXTENDED TO DR. CRIPPEN

Home Secretary Postpones
Execution to November 23
—Crippen Hopes for Life.

(United Press Special Wire.)
London, Nov. 7.—The home office to-
day ordered the postponement of Crip-
pen's hanging. It was later announced
semi-officially that Crippen would be
executed November 23, unless Home
Secretary Winston Churchill pardoned
him or commuted his sentence.

Scotland Yard detectives say the post-
ponement is in no way connected with
a report from Philadelphia that Mrs.
Crippen was alive and in hiding, as the
result of a plot to cause her husband's
execution. The Yard authorities said
they had not heard the rumor nor had
they heard of any offer by Dr. Munyon,
Crippen's American employer, of \$50,000
for information leading to the where-
abouts of Mrs. Crippen.

Arthur Newton, Crippen's counsel, in
framing a petition for clemency, ad-
dressed to the home secretary, asked
either pardon or commutation.

It is not believed that Secretary
Churchill will interfere with the man-
dates of the courts. The general belief
here is that the postponement is in ac-
cordance with an ancient custom that
gives a condemned man two Sundays
between the date of his final hearing
and that of his execution. Crippen was
overjoyed when he heard of the post-
ponement, saying:

"I believe something will yet inter-
vene to prove my innocence."

Chicago, Nov. 7.—Replying to the as-
sertions of persons interested in the
Crippen case in London, that Mrs. Bell
Elmore Crippen, for whose murder Dr.
H. H. Crippen is under sentence to
hang, was seen alive in Chicago, Acting
Chief of Detectives Sullivan issued a
denial today that the department had

any authentic information concerning
the case.

The story that Mrs. Crippen is in
hiding in Chicago, said Sullivan, "re-
minds me of the Cronin and the Belle
Gunness cases. When they were mur-
dered we got stories from everywhere
that they had appeared at various
places. As a matter of fact, they were
dead."

"Until we get definite information
that Mrs. Crippen is here, we will do
nothing. At present we have no clue
of any kind."

Teacher Has Scarlet Fever.

(Special Dispatch to The Journal.)
Pendleton, Or., Nov. 7.—A consid-
erable stir was caused in local school
circles Friday by the fact that Miss
McLeay, teacher of the seventh grade
in the Washington school, was taken
ill with scarlet fever. The children
were immediately sent to their homes
and precautions taken to prevent the
spread of the disease. The rooms of
all the schools will be fumigated before
the resumption of school, and little fear
is entertained that there will be an epi-
demic of the fever.

Joint Birthday Party.

(Special Dispatch to The Journal.)
White Salmon, Wash., Nov. 7.—A. H.
Jewett of this place and H. A. Clyde of
Oregon City, held a joint celebration of
their sixty-fifth birthday at Jewett
Farm Resort in White Salmon Friday.

by a reunion of all the old soldiers. A
dinner was served, followed by toasts,
music and campfire stunts. Jewett, who
is the largest property holder in this
section, recently refusing an offer of
\$75,000 for his farm adjoining the town.

If prohibition would prohibit, the re-
sult might be different.

Do You See the Beautiful Things Around You?

Are you getting all there is
in this life? Are you making
the most of your income?

My glasses are a boon to many people. People tell us daily: "I never
saw like this before." And still our prices are as low—if not the lowest,
in the city. Spectacles Scientifically Fitted at Eastern prices. Glasses in
your frames \$1. Glasses in Aluminum frames \$1.50. Glasses in
filled frames \$3.50.

STAPLES, The Jeweler, 162 First, Near
Corner Morrison

Clyde laid out the White Salmon town-
site for his old comrade, Jewett, who
is the largest property holder in this
section, recently refusing an offer of
\$75,000 for his farm adjoining the town.

If prohibition would prohibit, the re-
sult might be different.



a reflection

of the picturesque Austrians is
shown in our new

French Velours

that we have imported direct from Austria—
shown in all the smart new shades \$6
for

the smiling "Mays"

are here—the ones you've been hearing so
much about—just in from Roelof—in a
creamy, delicious shade you'll like. Take a
peek at 'em in our show window \$3
and nab one for a trifle.....

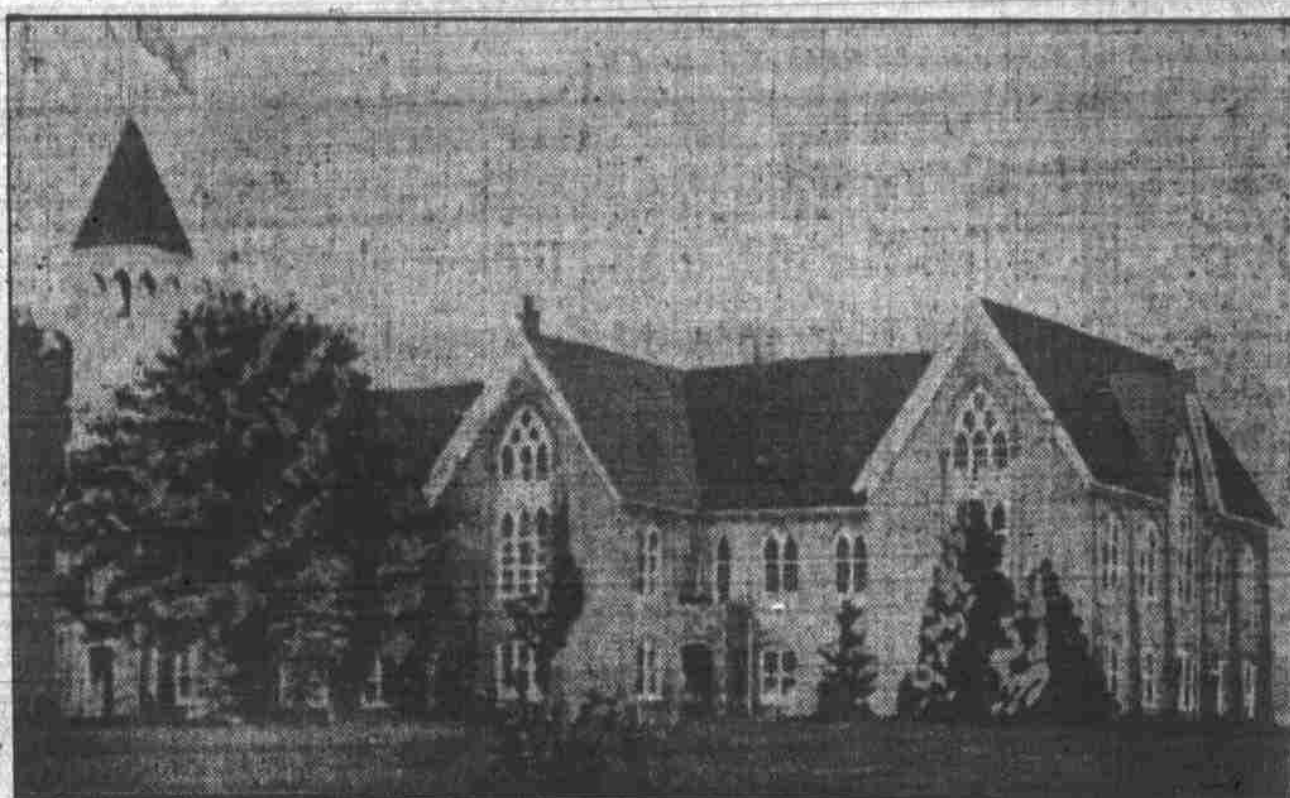
WHERE YOU GET THE BEST

Robinson & Co.

On
Washington
Near
Fifth
Street

State Normal School

MONMOUTH



The pioneer school for training teachers.
Take this out of politics. Look on
your ballot and

Vote on 318 X Yes

Give your children the benefit of
trained teachers. The cost is four cents
on the valuation of \$1000

(Paid Adv.)