### TO SPEND MILLION AT NOME.

**John J. Sesnon Will Buy Immense Amount of Supplies, Charter Six Steamships and Unload by Aerial Tramway.**

Lloyd W. MacDowell in Seattle Times: Spending close to $1,000,000 in supplies for his warehouses at Nome, chartering six tramp steamships, each with a tonnage of not less than 5,000 to transport the coal lumber, hay grain, oils and other commodities purchased in Seattle and other coast cities, building a traveling cableway to carry freight shipments from lighters to the shore, thus greatly reducing the time in discharging the vessels and the construction of four barges and a towboat, are a few of the things to be accomplished this season by John J Sesnon, the Nome operator.

Sesnon this morning gave out the details of the undertaking, which is but another evidence of the big business done each season on the Seward peninsula. Last season Sesnon sent up an enormous supply of coal, but this year will move fuel north on a larger scale than ever before.

**Base Finished Shortly.**

The building of the traveling cableway is another of Sesnon's schemes to revolutionize the discharging of the vessels lying in the Nome roadstead, and this winter a large force of men have finished the construction of the base for the sea tower of the railway. The sinking of this base, with its 4,000,000 pounds of rocks and cement, will be accomplished very shortly, and by the opening of the season the plant will be in operation.

The base of the sea tower is hollow and is 60x40 feet, with a depth of 22 feet. This base has already been launched on the ice, and is being hauled to its permanent position, more than 1000 feet from shore. A hole will be cut in the ice, and when a space of sufficient size is made to hold the base, it will be put into the water.

**Preparation Made.**

In the meantime tons of rocks have been gathered on the foothills and all the available teams at Nome engaged to haul the big stones to the spot on the ice where the base rests. Within the next ten days the base will have been sunk until the top extends a few feet above the water level of Behring sea, forming an island upon which the seatower will rest. The inshore tower has already been constructed, and the timbers are on hand for the sea tower. As soon as the concrete is set the big timbers will be taken out and put in place, cables stretched and when the first boats come in sight of the shore at Nome the big Sesnon tower will greet the gaze of those on the vessels like a lighthouse at sea. The inshore tower will be 125 feet in height, and the offshore tower 90 feet. The actual distance between the two towers is 1400 feet. It will be the longest spand in the world for the weight to be carried

Five cables will be used in the operation of the car employed to haul the freight from the barges to shore. It has always been almost impossible to build wharves at Nome which will withstand the severe storms of the summer and the ice pack of the winter months.

The main cable will be 1790 feet long and the conveying cable 3275 feet in length. The main cable is two and a half inches in diameter and the conveying cable three-quarters of an inch, made of the best steel.

**Capacity of Carriers.**

In a cable of that length, the deflection in the center will be in the neighborhood of 70 feet, and the height of the towers will allow the carrying boxes, when fully loaded, to stand about 14 feet above the water line. The capacity of these freight carriers will be twelve tons, and they will travel from the offshore tower to the inshore tower in about a minute.

The cables will be operated by electricity from the company's electric plant on shore. The cable operator will be stationed in such a position as to have complete control of his carriage at all times, and raises and lower it to any convenient height. Each barge will hold about five of the 12-ton freight platforms.

The size of the offshore tower will act as a place of safety in stormy weather for the small launches and barges. Vessels drawing 16 feet of water may tie up at the tower. Freight can be discharged in almost any kind of weather, and at night searchlights will enable stevedores to carry on the discharging of the vessels as well as in the day time. There will be quarters on the sea tower for the crews of the towboat and barges. The barges now building in Seattle for Sesnon will be strongly constructed and of the most modern equipment of the kind ever take north. The towboat will be adopted for the northern waters, will be light draugh and have a capacity of 50-horse power.

**Enormous Shipments.**

During the open season Sesnon will ship 5000 tons of coal to Keewalik, 2000 tons to Port Clarence, 20,000 tons to Nome, 3000 tons to Solomon, 2,000,000 feet of lumber to Keewalik, and 5,000,000 feet to Nome.

Among other shipments to be sent north by Sesnon will be 30,000 barrels of crude oil 150,000 gallons of distillate, 10,000 gallons of gasoline, and 10,000 cases of coal oil. The hay and grain shipments will also be large, besides other commodities. There will be 3000 barrels of cement and 100,000 bricks go north on the Sesnon chartered vessels.

Sesnon will also take in a big shipment of cordwood, which is used in Nome about the bakeries and other places. Wood is a scarce on the Seward peninsula, and the company has found it profitable to ship cordwood in from the states. The chartered steamships will make from one to three trips each, and the company will also use the regular vessels in the trade to transport cargoes north.



### STATISTICS ANENT U. O. APPROPRIATION.

**W. W. Francis Presents Figures in Support of the U. of O. Appropriation Referendum.**

The following communication has been sent to The Journal for publication:

As the invoking of the referendum on the $125,000 annual appropriation for the University of Oregon is creating considerable discussion let me give the people a little statistical information.

There were at the beginning of 1905 16,000,000 school children in the United States 1,500,000, or less than ten per cent of these, receiving schooling above the fifth grade of our public schools 600,000, or less than three per cent enter the high schools or get an education above the eighth grade. (Why? Because many of the states fail to levy sufficient tax to maintain free schools, and, their parents being poor, are not able to pay for their schooling). Less than one-half of one per cent of this 16,000,000 enter college.

Last year there was in Oregon 156,466 public school scholars. There was raised by tax, provided by law, $938,796; by special district tax, in districts where they wanted more months school than the amount raised by state law would give them, $483,118.23, making a total of $1,421,914.23 for teaching in the public schools of Oregon last year, or about 99.09 per scholar.

President Campbell stated before a committee in Albany on March 30th that they had 340 students enrolled at the U. of O., and that they paid $57,600 for teaching last year; taking the present enrollment as the maximum, makes a little over $169 per student per year for teaching.

Linn county has 6785 public school children. The amount raised by state law last year to teach those 6785 scholars was $40,710, or $6 per scholar. I have been reliably informed, so do not state it as exactly correct, that Linn county has three students in the State University, that the county's proportion of the state tax for the University was between $4100 and $4200. And as it took three-fifths of the state appropriation for teaching purposes, taking the least sum, or $4100, as the amount of her tax, Linn county paid $2460 for teaching three students at the U. of O., or $820 per student, and $6 per scholar in the public schools. W. W. FRANCIS.

**Call for Bids.**

Notice is hereby given that sealed bids will be received by the City of Salem, Oregon, at the office of the city recorder, at the city hall in said city, up to 8 o'clock p. m. on Monday, April 22, 1907, for the improvement of State street in the city of Salem, Oregon, from the East line of Commercial street to the west line of Church street, in the said city, by grading said portion of State street and paving the same with Warren's Bitulithic Waterproof Pavement, and to widen the sidewalks on a portion of said street, in accordance with the plans and specification now on file in the office of the city recorder.

Each bid must be accompanied by a certified check to the value of 10 per cent of the amount of the bid submitted, as a guarantee that the bidder will enter into a contract therein prescribed within 10 days after having received notice of the acceptance of his bid, said check to be forfeited to the city of Salem in case the bidder fails to qualify and execute the contract.

The city reserves the right to reject any or all bids. Plans and specifications can be seen at the office of the recorder at the city hall. By order of the common council.

W. A. MOORES,
City Recorder.

Date of first publication of this notice, April 9, 1907. 4-9-10t.

Mr. and Mrs. H. Meiring leave today for Alberta, where they go to manage a tract of land in which Mr. Meiring is interested.



**Use a Hat Pin.**

Few women possess the nerve necessary to use a pistol with effect when attacked. Then there is the objection to a revolver in the possession of a woman that she would be averse to suspecting the motive of every man she met, and would probably fail to draw the revolver until too late, for fear of making a foolish mistake. What, then, can be provided for her that will be formidable to a foe, yet absolutely safe, so far as she is concerned, and ever ready at hand, whether wanted for use or not?

The answer to the puzzle has been provided by those who make women's hat pins. A hat pin has been designed that is intended primarily for use as a weapon of defense. It is in reality a stiletto, masquerading as an innocent hat pin.

It is made of fine steel that will not break, as sharp as a needle, and hardened at the end so that it can be used with deadly effect as a dagger, and with a handle that enable a woman to grasp it for use as a weapon and hold it so that it cannot easily be pulled from her hand.

There are two ways of holding this hat pin. It can be held with the thumb pressed against the top or with the button grasped in the palm of the hand. In either way it is a weapon not to be despised.

The method of using it to the best advantage when attacked is to aim at the face of the highwayman. A woman armed with one of these stilettos is able to do more damage in a few seconds than a man unarmed.

The wicked little blade is so small that it is impossible to grasp it to wrench it away from her and yet so keen it is that thrust home by a woman frenzied by fear, it is likely to pierce through any ordinary clothing into a vital part of a highwayman's anatomy.

There are times in most women's lives when a suspicious looking character comes into the offing and prudence whispers, "Beware of him." While most women would shrink under these circumstances from pulling out a revolver, it is an innocent act to put the hand to the hat and draw out one of her stiletto-like hat pins.

With this in her hand the nervous woman is ready for the stranger, whatever his intentions. If he is an honest man he will probably take no notice of the woman's action. If he is a theif it is more than probable that he will mark the act and let the woman pass unmolested.



**HOTEL ARRIVALS.**

**Willamette.**

H. Brash, Portland.
H. B. Hall, Portland.
Miss Mabel Reed, Portland.
William Reed, Portland.
Nellie Bergen, New York.
R. M. Hall, Portland.
Ben. Irvin, Portland.
L. C. McCoy, Portland.
C. A. Pierce, Portland.
F. M. Swift, Portland.
A. L. Peters, Portland.
D. T. Jensen, Portland.
C. R. Thompson, Portland.
J. W. Hobbs, Eugene.
F. Morarity, San Francisco.
Geo. P. Storey, San Francisco.
F. C. Brandshagen.
R. Pierson, Portland.
A. White, Pullman, Wash.
L. White, do.
N. Reiss, Chicago.

**Salem.**

Q. W. Wittschen, Philadelphia.
Ed. F. Reeves, Portland.
Lon Garrett, Portland.
E. Allen, Cincinnati.
Chas. Driscoll, Shelburn.
S. M. Cooper, San Francisco.
C. H. Cooper, San Francisco.
Mrs. A. Paddock, Seattle.
S. L. Hoffman, New York.
Wm. Smith, Portland.
Chas. Stanley, San Francisco.
H. Foster, Salem.
T. Gilliam, Salem.

**Cottage.**

H. T. Kerron, Portland.
Henry Lang, Portland.
Max Fredenthal, Portland.
A. R. Kaylor.
H. B. Hall.



# EUGENE MERCHANTS' INSURANCE

**What Grocers of Other Places Are Doing in Fire Insurance**

Eugene, April 11.—Friday night, at 8 o'clock, a meeting of the Merchants' Protective association will be held at the city hall for the purpose of discussing organization of a Mutual Fire Insurance Company. All those interested are requested to be present. If sufficient interest is manifested committees will be appointed for action.

**Other Places Active.**

From the Retail Grocers' Magazine of Portland, we clip the following report of a meeting in that city to discuss organization of a mutual company. It says:

"At a meeting of the executive committee of the Oregon Retail Grocers' and Merchants' Association, the subject of mutual insurance was gone into thoroughly, after which the directors voted that such a company be formed, and instructed the secretary to proceed to form a corporation at once. The fact that the merchants of Dayton, Oregon, had just started a company was considered a good thing, as the two companies could aid one another in the work, if they desired. For instance, no mutual is permitted to carry more than one thousand dollars on any one risk until that company has written $500,000 of insurance. The average merchant must carry more than $1000, and if there are two mutual companies, he could divide his risks between them. In fact, in Colorado, the state association has adopted that plan, and has organized two companies, so they could carry more risks.

"Under the Oregon law it is required that any number of persons, not less than 50, may form an insurance company for the protection of its members against loss by fire This company when incorporated may proceed to the business of securing subscriptions for insurance. When they have secured subscriptions for $300,000 of insurance, divided among at least 300 members, they may do business.

"At the last meeting of the Portland association, the question was brought up and volunteer incorporators were called for. Twenty-five of the merchants present gave their names as incorporators, and more will, if necessary. It is desired by the executive committee that the other 25 incorporators be secured from towns out in the state, so as to create more interest in the new company. When 50 merchants have signified their intention to incorporate, the papers will be prepared, and sent to each merchant for his signature. After the incorporation a meeting of the members will be called for the purpose of electing a board of directors, who will manage the new company, and to provide for the preliminary expenses incident to getting ready for business. Just as soon as the 300 policies can be written business will begin.

"The plan on which the company will be run is this: That the regular board rates will be charged for insurance that in the beginning not more than $1000 will be written on any one risk, and no hazardous risks will be taken. At the end of each year, dividends will be returned to all policy holders, which experience has shown run between 25 and 50 per cent. In short, one will pay for insurance just what it costs to carry it. There will be no money spent to influence legislation; there will be no princely salaries, and there will be no money spent for great office buildings. You simply pay what it actually costs to protect you. If the old companies can afford to carry you for a certain amount, so can the merchants afford to carry themselves for the same amount. If there is anything left over at the end of the year, each policy holder gets his share. Every policy holder has a voice in the management of the business, because every one has a [illegible] The distribution of risks will ma[ke] great losses impossible, and [the] amount taken on any one risk [les]sens the liability. Statistics sh[ow] that mutual companies are [safer] than stock companies. Stock com[panies] are started to make mon[ey] for the stockholders. Mutual com[panies] are started to save money [for] the stockholders. Instead of pay[ing] dividends to private corporati[ons] mutual members pay it to them[selves]. Oregon merchants have [a] lesson right at home in the McMinnville Mutual Insurance Compa[ny] that saves its members $75,000 [an]nually. A merchants mutual wo[uld] save thousands also. Ohio merchants have just formed a company and [are] ready to do business. Pennsylvan[ia], Minnesota, the Dakotas, Colora[do] and other states have compa[nies] that have been in operation for s[ev]eral years, and every one of th[em] has been successful.

"Our state association was form[ed] to save money for its members, [and] right here is where they can s[ave] in. Twenty-five per cent on all [the] money paid by the merchants of O[r]egon for insurance is a very respe[ct]able sum to keep at home, and s[ta]tistics tell us that the savings ra[nge] range from 25 to 50 per cent."







**TAX MONEY TURNED OVER.**

**Treasurer Richardson Kept Busy Re[ceiving] Money Paid to County.**

Money has begun to pour into [the] county treasurer's office in a g[olden] stream. Sheriff Culver and his d[ep]uties are kept busy adding up [the] various funds and turning them o[ver] to the treasurer. Every few d[ays] the treasurer will receive seve[ral] bushels of coin, which was paid [by] the taxpayers of Marion county. T[his] morning the following amo[unts] which was paid between Febru[ary] 25th and March 4th, were tur[ned] over by Sheriff Culver:

State and county ...... $[illegible]
State school ...... [illegible]
School district No. 24 ...... [illegible]
Road tax ...... [illegible]
Salem city and city road [illegible]

Mrs. Henry Kapphs, of Port[land] arrived in Salem today to visit [rela]tives.

Mr. and Mrs. H. C. Porter left [to]day for their home in Aumsville af[ter] visiting here.