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PRESIDENT TURNS DOWN HUGHES APPOINTS WHITE CHIEF JUSTICE

TAFT HONORS A DEMOCRAT IN SELECTION OF WHITE AND APPOINTS ANOTHER

His Own Choice Was Hughes, But He, as Usual, Allowed Himself to Be Talked Out of It by Congressmen and Other Advisers—First Time in History That a President Has Named a Man of Opposite Political Faith for This Office—White Considered One of the Most Profound Jurists on the Bench

Washington, Dec. 12.—Justice Edward Douglas White, of the supreme court of the United States, was today nominated to be chief justice, and Judge Willis Vandeventer, of the eighth circuit court of the United States, and Judge Joseph Lamar, of Georgia, formerly of the Georgia supreme court, were nominated for associates justices of the supreme court by President Taft.

Martin A. Knapp, chairman of the Interstate Commerce Commission; John Emmett Garland and Judge Julian Mack, of Illinois, were nominated for members of the newly created commerce court.

C. C. McChord, of Kentucky, and B. H. Meyer, of Wisconsin, will be appointed to fill the vacancies on the Interstate Commerce Commission caused by the appointment of Knapp to the commerce court and the expiration of the term of Commissioner Cockrell.

Taft's determination to recommend White instead of Charles E. Hughes for the chief justiceship came after a lengthy consultation with At-

torney-General Wickersham, Secretary Nagie, Secretary Knox and Secretary Meyer. White is a Democrat, and the nomination today is said to be the first in the history of the country in which a president has nominated to this high position a man of opposite political faith than himself.

Judge Vandeventer is one of the judges who heard the government's suit for the dissolution of the Standard Oil Company, and found in favor of the government. The decision held that the holding company is a violation of the Sherman law. His appointment to the supreme bench indicates that this view may be sustained by that court. Vandeventer is a Republican. His home is in Cheyenne, Wyo.

Judge Lamar is a Democrat. He is well known in Georgia, and served with distinction as a member of the state supreme court.

His appointment to the supreme bench brings the number of Democrats up to three—Justice Lurton, also a Taft appointee, being the third.

No Lives Lost

Seattle, Wash., Dec. 12.—Local officials of the Alaska Steamship Company received word from Valdez at noon today that the 103 persons on board the steamship Olympia have been rescued. There is no information as to how the passengers and crew were taken off, but it is known that some vessels bearing them are on their way to Valdez. No word has been received from the United States revenue cutter Donaldson and the two seagoing tugs since they put out of Valdez early this morning.

There are nine members of the court.

The makeup of the supreme court, with the present appointments, follows:

Edward D. White, chief justice.
John Marshall Harlan.
Joseph McKenna.
Oliver Wendell Holmes.
William R. Day.
Horace Harmon Lurton.
Charles Evans Hughes.
Willis Van Devanter.
Joseph Richard Lamar.
Justice White is the second oldest in point of service, on the supreme bench. He was appointed in 1894 by President Cleveland.

The nomination of Justice White as chief justice was confirmed by the senate shortly after the names were submitted. It is expected that the appointments of Lamar and Van Devanter will be confirmed at once, and that the new justices will take the oath of office January 2, after the holiday recess. When the full court assembles again arrangements will be made to consider at once the important cases on the docket.

(Continued from Page 4.)

Will Whitewash Lorimer.
Washington, Dec. 12.—The senate investigating committee that has held hearings on the charges that Senator William Lorimer, of Illinois, was elected through corruption in the state legislature of Illinois, has decided to clear Lorimer of the charges.

A report completely whitewashing him will be presented to the senate in the near future.

ALDRICH HAD MONEY IN RUBBER

Yet When Advocating Increase in Rubber Duties He Asserted That Neither He Nor His Family Were Interested in It

THE WORLD SHOWS HIM UP

He Owned 340 Shares in the United States Rubber Co., Which Is Known as the Manufacturing Rubber Trust—If Aldrich Wasn't Senator He Might Be Called a Liar—Anyway He Used the Truth with a Frugality That Was Prodigal.

New York, Dec. 12.—Nelson W. Aldrich, senator from Rhode Island, owns more than 340 shares of stock in the United States Rubber Company, according to the New York World. The World's story is based on a view of the stock books of the rubber company, obtained by a World reporter, who purchased one share of the stock in order that he might be entitled to examine the list of shareholders.

Although protesting against doing so, Secretary Morris, of the rubber company, showed him the stock books. At the top of one page was written the name of Nelson W. Aldrich. The entry, the World says, shows Aldrich owned 340 shares of the first preferred stock. The date of the entry was July 15, 1910.

"Is that the date the stock was purchased?" asked the reporter.

"Oh, no," Morris is reported to have replied. "That is merely the date it was transferred from the old ledger. He has owned it for some time."

The names of four other Aldriches, it is reported, appeared in the list of shareholders, the World says.

The investigation of the stock books was made following the answer some time ago of Senator Aldrich to charges by Senator Bristow, of Kansas, that Aldrich profited directly by the increase in rubber schedules in the recently adopted tariff bill.

Aldrich, in a letter to Congressman McKinley, chairman of the congressional campaign committee, said that neither he nor any member of his family had any pecuniary interest as to whether the duties on manufactures of rubber were 20, 35 or 300 per cent.

The United States Rubber Company, sometimes known as the Manufacturing Rubber Trust, controls the biggest rubber factories in the country.

Bristow's charges were made in connection with the Inter-Continental Rubber Company, which Aldrich explained, was an importing concern. The senator's son is general manager of the Inter-Continental.

TAMMANY HALL HAS A BAD BLAZE

OIL PAINTINGS OF THE BIG BOSSES WERE SAVED AFTER A HARD FIGHT AND THE RECORDS OF CIVIC CRIMES ARE SAFE.

New York, Dec. 12.—Tammany the historic center of political activity of New York City, in former administrations, known as "the real city hall," was heavily damaged by a fire that broke out in the top floor of the building today. Although the fire burned fiercely for a time, the flames, by strenuous efforts, confined the flames to the top floor, and, with the aid of the police, the valuable rec-

A MILLIONAIRE MANUFACTURER ATTACKS RAILROAD STOCK JOBS

VALUATIONS DOUBLED BY WATERING PROCESS AND PUBLIC MUST PAY

Asserts That Nine Billions of the Eighteen Billions of Railroad Stocks in America Are Simply Water, and That the Public Must Pay Big Interest on a Sum Five Times the National Debt in Order to Allow Stockholders to Earn "Fair Profits" on Their "Investments"—Average Family Pays \$87 to Railroads Yearly.

When the news that the home of the "tiger" was in danger reached the fire and police departments, extra men were rushed to the scene. Sweating, grimy policemen hustled in and out of the building, some carrying file boxes, containing Tammany records; others tugging at the big portraits of the Tammany chiefs that adorned the walls.

The pairings from the time of the present boss, Charles F. Murphy, back to the days when the tiger first began to growl, were rescued and stacked in the street, where a squad of patrolmen protected them from the crowds that gathered in the streets.

The firemen and police also invaded the private office of Boss Murphy. Not waiting, as is their wont, patiently outside until the chief was ready to see them, they hustled into the sanctum and dragged out the sumptuous furniture in the office. It was carried unceremoniously into Third avenue, just off 14th street, and there with the records, was guarded until arrangements could be made for putting it into another office.

The fire threatened for a time to spread to the Academy of Music. The fire wall between Tammany Hall and the Olympic theater prevented the spread of the flames. The top floor of the building was gutted.

Seattle, Wash., Dec. 12.—The police are today convinced that the discovery of eight sticks of high power dynamite under the Main Supply shop of H. C. Doman, will lead to the apprehension of a band of terrorists and blackmailers who have used the explosive in wrecking several Seattle buildings during the last year. Two men who were seen loitering about the Doman place shortly before the dynamite was discovered and the police are making an attempt to apprehend them today. It is believed that the men who placed the dynamite under the Doman home are responsible for the wrecking of the Italian consul garage last week.

STEAMER OLYMPIA WRECKED

WENT ASHORE SATURDAY NIGHT IN HEAVY STORM—PASSENGERS AND CREW REPORTED SAFE THIS MORNING—THE VESSEL IS POUNDING TO PIECES.

Point Gray Wireless Station, Vancouver, B. C., Dec. 12.—The passengers of the wrecked steamship Olympia are all safe, according to a wireless message picked up here this morning.

The Olympia is lying exposed to huge combers and a heavy sea, on a reef near Blight's island, in Prince William's Sound. There are 106 passengers aboard the craft.

When the Olympia left Seattle Saturday night there were 52 passengers aboard, most of whom were bound for Valdez and Seward. Among them were United States District Judge Cushman, Mrs. Cushman, United States District Attorney Geo. R. Walker, and other members of the third district court, who were en route to Valdez, where court was to convene today. The ship is in command of Captain J. Daniels, and she carries a crew of 54 men.

The Olympia sailed from Cordova at 6 o'clock Saturday night, having arrived from Seattle earlier in the day. She carried a number of passengers who previously had sailed on the steamer Northwestern, which went aground at False Bay, San Juan Island, December 9.

The Olympia was an iron steamship of 2873 tons gross. She was built at Glasgow in 1883, and was known as the Dunbar Castle. When the vessel was transferred to American register later her name was changed to Olympia. The vessel is valued at \$250,000.

VALUATIONS DOUBLED BY WATERING PROCESS AND PUBLIC MUST PAY

Asserts That Nine Billions of the Eighteen Billions of Railroad Stocks in America Are Simply Water, and That the Public Must Pay Big Interest on a Sum Five Times the National Debt in Order to Allow Stockholders to Earn "Fair Profits" on Their "Investments"—Average Family Pays \$87 to Railroads Yearly.

AKRON, O., Dec. 12.—"Why has the seat of government been transferred from Washington to Wall street?" asks a letter written to every congressman and United States senator demanding that the railways be investigated and freight rates lowered.

C. Barber, a millionaire match manufacturer, is the writer. In his letter he charges that the railroads levy a far higher tribute on the average family in America than does the tariff. Freight rates, he says, are the principal prop under the high cost of living. He demands that railroad matters be reformed.

The tariff, he estimates, costs the average family in the United States \$15 annually. The railroads, through freight rates, collect a toll of \$87 from the average family, it is alleged. Freight rates plus the other earnings of the railroads, increase this cost to approximately \$127, the letter says.

"What's the matter with America? What's the matter with congress? Why has the seat of government been transferred to Wall street?" the letter demands.

Barber contends that the railroads, having overcapitalized until their stock represents far greater face value than their actual worth, forfeit the right of levying a tax on the American people, based on the face value of the capitalization. The people, it is charged, are asked to pay the dividends on this watered stock on the ground that the railroads are entitled to a "fair profit" on their capitalization.

In the offense of over-capitalization the railroads, Barber says, have always set the pace. An example, of fact, he gives \$9,000,000,000 of the \$15,000,000,000 of railroad securities is pure and simple water. In spite of this enormous percentage of water, he points out, the net earnings of the railroads have advanced steadily and the average dividend rate has more than doubled in the last 15 years. On all this enormous profit based on purely fictitious value, the people have paid the freight.

The railroads, it was pointed out, are even now gravely arguing that the increased cost of operation has made it necessary for them to advance freight rates in order to secure the "fair profit" which they allege is their due. This, the letter intimates, is simply another plea to get more money to increase the profits on the paper value of the railroads, and is not based on the real value.

It is intimated that congress should know of the stock watering habits of the roads, and if congress is not aware of this habit, it could easily inform itself and have a real basis on which laws could be made governing railroad matters and on which the interstate commerce commission and the courts could base decisions in matters affecting railroad earnings.

HERT ROBINSON IS ON TRIAL FOR LARCENY

Bert Robinson, who was arrested Saturday on the charge of larceny from a building, will be given his preliminary examination this afternoon before Judge Webster.

Robinson was arrested by Constable Hamilton, and his crime is alleged to consist of stealing an overcoat from McPeck's second-hand store and disposing of it at the Stiff second-hand store. It is also alleged that he stole a watch from another second-hand store in the city and disposed of it in the Stiff second-hand store.

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