# CAUSE OF SECRECY

## Japanese Ambassador Explains Censorship.

### HIS COUNTRY FIGHTS FOR LIFE

**Only Hope of Victory Is to Strike Swiftly and Secretly—Reins to Be Relaxed Later—Port Arthur May Be Bottled Yet.**

LONDON, Feb. 28.—In reference to the severity of the censorship exercised by the Japanese government over the news dispatches of foreign correspondents, Baron Hayashi, the Japanese Minister to Great Britain, said to the Associated Press today:

"I have had numerous representations from English and other newspapers upon this subject, but I believe that our position in the case is not only right, but will be admitted to be such by those who look carefully into the circumstances.

"We are fighting against numerical odds which are quite out of proportion to the odds against any combatant in recent wars. We are fighting for our existence, and our only hope of maintaining it is to strike swiftly and secretly at the beginning. To get in the first blows means more to us than, I think, it has ever meant to any belligerent, and to insure this it is vital for us to demand a degree of secrecy which has not been necessary in any recent warfare. Even at the risk of alienating temporarily the friendship of the press of the world, we must prevent even a whisper of our real intentions reaching our powerful enemy. Before war was declared I knew that our military authorities had decided that our censorship must be more rigid than ever before attempted. One line would have ruined our first attack on Port Arthur—one line might ruin our projected land operations.

"When we fought China we gave the war correspondents free latitude and in many cases they took advantage of this to predict our future movements. That did not matter much when China was our enemy; but against a power like Russia, so immensely superior in eventual resources, it might turn the scale. When you fight for life everything becomes of minor importance.

"I cannot believe that Japan will lose friends in the world because she has been obliged to impose such a careful censorship. I do not think that the present rigor of this censorship will be continued very long, but momentarily the conditions of the campaign make even insignificant movements clows toward our main naval and military objectives. When our preliminary operations are complete I have no doubt the censorship will be relaxed.

"Our own press and people are undergoing the same regime. There is no discrimination, and I think you will find as much if not more news of the war from the Japanese side in the New York and London papers as you will in the leading Japanese organs."

Baron Hayashi does not expect that his government will issue any proclamation of the blockade of Port Arthur until the Japanese are able to cut the communication by which food supplies now reach that place. He points out that Niu Chwang is practically blockaded by the ice. When the ice breaks up and, if the naval necessity still exists, the Minister says that Japan probably will issue a blockade proclamation.

It does not look as if there will be any immediate serious land action, but it appears possible that Vice-Admiral Togo may make another attempt to bottle up Port Arthur by sinking across the channel one of the old Chinese battleships captured during the war between Japan and China.

## REPLY TO THE GOVERNOR.

**T. A. Wood Anxious to See a Commissioner Appointed.**

To His Excellency, George E. Chamberlain, Salem, Or.—Dear Sir: I have led people to believe that your action in declining to appoint a commission to audit the claims of the Cayuse War veterans has prevented these veterans from getting their pay and pension, and I did not do this unjustly, and instead of knowing that it is not true I know positively that it is true that you have the authority to appoint a commission to audit their claims, and if they fail to get their pay and pensions the fault will be yours. I think I will be able to prove this fact in this article.

You state that "a thorough examination of the law covering the subject convinces me, first, that it is extremely doubtful whether I have the power to appoint such a commission as you have frequently requested me to appoint, and second, that even if I should appoint one, its report could not possibly result in any good to the claims" (Cayuse War veterans). I have taken the position, as you are well aware, for the past several months that an act of the Territorial Legislature of August 21, 1849, entitled "An act to provide for the settlement of Cayuse War claims," which authorized the Legislature to appoint a commission, and, further, that an act of the Territorial Legislature of May 16, 1850, authorized the Governor to fill all vacancies that might occur between the sessions of the Legislature. This gives you the authority to appoint a commission.

You seem not to know that the constitution of Oregon provides that all laws in effect when the constitution was adopted should remain in force until repealed. Now the fact is, these laws of Augst 21, 1849, and the act of May 16, 1850, have never been repealed by the Legislature of Oregon. You acknowledge that fact in these words: "I have not been able to ascertain that this law was repealed; although it was omitted from every code that has been published since its enactment. It is not to be found in the Deady Code of 1866 or in the Deady and Lane Code of 1872, or in the Hill Code of 1879 and 1892 and the Bellinger-Cotton Code of 1902."

I quote from "Ex. Doc. No. 45, Thirty-third Congress, First Session": "Under the act of the Territorial Legislature consummated August 21, 1849, entitled 'An act to provide for the settlement of Cayuse War claims,' five men have been appointed to audit claims at as many different times since the passage of the above-named law, viz.: Alonzo A. Skinner, Aaron E. Walt, Levi A. Rice, B. F. Harding and C. N. Terry." Some of these were appointed in 1850 and up to 1854 and 1855. Allow me to quote further: "The first four persons were elected under the act of Legislature above referred to. The last was appointed by the Governor of the Territorial Legislature under the provision of an act entitled "An act authorizing the Governor to fill vacancies," passed May 16, 1850. This is a recognition by the Treasurer of the United States of the authority of the Governor to appoint commissions under the former act.

After these appointments Benjamin F. Harding was appointed, and subsequently A. E. Walt was appointed by the Governor. The fact is that the Legislature never elected but one Commissioner who served, but the Governors have since appointed a number of Commissioners, and in two or three instances the Governors themselves have acted as Commissioners. They simply appointed themselves as Commissioners and signed the papers as such.

You say that there was nothing done only for a year or two after that act. The fact is that money was paid out as late as 1868 to George L. Curry and his certificate was signed as "George L. Curry, Commissioner."

You say further that none of these laws are found in the Deady Code or 1866 or in the Lane Code of 1872, or in the Hill Code of 1880 and 1892, and the Bellinger and Cotton Code of 1902. What does that matter whether they are found in the codes or not? Have you discovered that the codifiers of the laws could make laws and repeal laws? Where is your authority for such conclusions? These men simply compiled the laws, and the fact that they omitted to compile these laws and other laws which are fell known does not and did not repeal them. One reason, I presume, for their not codifying these laws grew out of the fact that none of the Cayuse War veterans were at that time clamoring for their pay, and they would naturally say to themselves, "This law is of no value and of no use," and I presume if they took occasion to study the question they concluded that all Cayuse War veterans had been paid. You are the only attorney who I know of who will say that the Legislature has never repealed the law, but simply because it is not found in the codes therefore the law is repealed.

The next point in your letter is that nothing has been done toward appointing a commission, although many sessions of the Legislature have transpired since then. This is not the fault of the Cayuse War veterans. If the Legislature failed to do its duty and if the Governor of Oregon failed to do his duty, this must not be charged up to the old Cayuse War veterans, who have waited 57 years to get what is due them.

You say that "it would seem presumptuous in me, after all these years, now to appoint one (a commissioner) at your request." I acknowledge that I requested you in the neighborhood of a dozen times to appoint a commission. I have been urged to do so by these old men and women, and what astonishes me is that you quibble over your right to appoint one when you acknowledge that the law has never been repealed.

If Governor Curry had the right to audit claims and appoint commissions in 1868, two years after the Deady Code had been published, and if the work of this commission did draw pay from the Treasury at Washington City as well as the commission in 1866 did, which it did, I do not see but what this one point answers the first two reasons you assign for not appointing a commissioner. Your reasons are: First, that "it is extremely doubtful whether I have the power to appoint such a commission as you have frequently requested me to appoint; and second, the commissioner's report could not possibly result in any good to the claimants." I think you are as much the Governor of Oregon as George L. Curry was, and two years after the Deady Code he appointed a commissioner and that commissioner's labor was honored, and before that the Governors appointed commissioners and their labors were honored.

What do we find here? In the first place, we find that the codifying of the laws in Oregon in 1866 did not prevent the payment of Cayuse War claims in 1868. Again, you say that Senators McBride and Mitchell have had a bill in Congress for years to reappropriate this money that was turned into the Treasury fund June 30, 1870, which amounted to about $10,000.

I prepared that bill, and if I remember correctly I first sent it to McBride, when he was there. It has been pending two sessions of Congress. I did not request that it be introduced this session of Congress from the fact that I discovered that it was impossible to reappropriate that money until Congress and our Senators knew what they were doing. The fact that the bill did not pass shows that an appropriation cannot be secured from Congress until our Senator and Representatives are able to show their colleagues what they want to do with it. If our Representatives and Senators had certificates in their hands from a commissioner appointed by the Governor of Oregon showing that they had audited the claims of A, B, C, D, E and F, and had found there was due them $...., they would find no trouble in passing a bill in Congress to reappropriate so much of this sum, that was turned over into the Treasury, as would be necessary to pay A, B, C, D, E and F for their services in the Cayuse War.

You say that Hon. Thomas Holcomb, auditor for the Treasury Department, says there was no money available for the payment of these claims. We have known that for years, and the fact is there never will be any money available for the payment of these claims until the members of Congress know what the claims are, and it is of no use to work our Senators and Representatives to death trying to get an appropriation to pay claims that they themselves know nothing about and that have not been audited in accordance with the laws of Oregon. The law of Oregon to audit these claims is in force, and it is the only law of the state or the United States under which these claims can be audited. The gross amount to be appropriated and to whom it goes must be known before any legislation can be secured from the United States Congress.

The position you take in regard to this law of 1848-50 is that they are old and therefore dead. It puts me in mind of Mark Twain in his "Innocents Abroad." If you remember, they showed him a mummy 4000 years old. Mark didn't thuse a bit. He said: "That is too old; bring me a fresh corpse."

Then you make the astounding proposition in the following language: "I will appoint a commission if you will present to me a letter from the Treasury of the United States or any auditing officer of his department stating that the claims of these veterans will be paid upon the certifications of their correctness by a Commissioner appointed by me." You are old enough to know that such a letter cannot be obtained from the United States officials under any circumstances. They are not in the insurance business. They do not have the appropriation of money, and hence all they could say would be: "There is no money appropriated to pay said claims." You are putting up a proposition that you know, or ought to know, cannot be granted. However, if you will appoint a commission, as you are in duty bound to do, and the commission will audit the claims, I will assure you that our Senators and Representatives will get an appropriation to pay them.

There is one thing certain, whether you think you have authority to appoint a commission or not, there is no law against your appointing a commission, and I think every other man in Oregon who will study the facts will say that you are authorized to appoint a commission, and if you appoint such a commission, no harm would result from it, whether you have the authority or not.

I am making this fight for the Cayuse War veterans and widows, whose ages run from 77 to 80 years of age. They call on me and write me constantly to see what can be done in this matter. I have tried every possible way to aid them in this work. I made a direct appeal to the Treasurer of the United States for them and prove their cases, and they came back saying there was no money to pay them, and they further stated that no Cayuse War veterans' claims had ever been paid, except on a certificate issued by a Commissioner.

The Hon. Thomas Holcomb, of the United States Treasury, replied to one of my letters as follows: "You are in error in your statement that claims have been presented direct to the Treasury and paid without the intervention of a Commissioner. In no case has a claim been paid without a certificate of a Commissioner except claims by the Commissioners themselves." And after quoting the law, he says: "This certainly did not authorize the Secretary of the Treasury to pay claims except upon report of a Commissioner," and this would be the only law authorizing a payment to Cayuse War veterans' claims.

Now, Governor, I believe, as much as I believe my own existence, that you are authorized to appoint this commission. In fact, I know it, and I can see no way for these aged Cayuse War veterans and their widows to get their pay and their pensions unless you do appoint a commission. I am, yours very truly,

T. A. WOOD.


**THERE IS NO SUBSTITUTE FOR**

**ROYAL**

**BAKING POWDER**

**Absolutely Pure**

***IT IS A MATTER OF HEALTH***


# TO GIVE MORE TIM.

## Philippine Commerce Bill to Be Changed

### AS PROPOSED BY MITCHELL

**House Committee Agrees With Taft to Postpone Action of Coastwise Laws Till July, 1905—To Propose Free Trade.**

OREGONIAN NEWS BUREAU, Washington, Feb. 28.—After a conference with Secretary Taft, Chairman Cooper, of the House committee on insular affairs, has decided to prepare and will soon introduce a bill postponing until July 1, 1905, the application of the coastwise laws of this country to trade between the Philippine Islands and the United States, and further providing that on that date the existing tariff on goods shipped between the United States and the Philippines shall be removed. Governor Taft stands by his original contention that it would be injurious at this time to restrict Philippine trade to American bottoms, but believes that, with 15 months' notice, American ships will be required for this service, and with the further assurance that there shall be free trade between this country and the Philippines, there will be no difficulty in getting sufficient American tonnage on the Pacific adequately to handle the insular trade after July 1, 1905.

Governor Taft is strenuously opposing the Frye bill and has suggested the new measure as a compromise which he hopes may be adopted at the present session.

### WITHIN EIGHT YEARS.

**Admiral Walker Believes Panama Canal Will Be Finished.**

OREGONIAN NEWS BUREAU, Washington, Feb. 28.—Rear-Admiral Walker, who will undoubtedly be chairman of the commission appointed to superintend the construction of the Panama Canal, believes that this waterway will be opened to commerce within eight years, unless unforeseen obstacles are encountered. He says the commission will go to Panama at an early date and at once commence operations looking to improving sanitary conditions along the right of way. The Cities of Panama and Colon will both be equipped with sewerage systems, and, like all other settlements along the canal route, will be made as sanitary as modern science will permit.

Within a year and a half Admiral Walker believes actual work of construction will be commenced by this Government. He estimates that between 30,000 and 40,000 laborers will be employed in the construction of the canal, many from the Southern States, although as far as possible natives of the tropics and Chinese and Japanese will be employed. Every effort will be made to have the canal constructed under contract, although there is some anticipation that bidders will ask exorbitant prices. If satisfactory figures cannot be obtained by advertisement, the work will be done under the direct supervision of the commission.

## FIRE AND WATER.

(Continued from First Page.)

experiencing a severe storm off Cape Flattery, wherein a combination of wind, wave and lightning for a time threatened to complete the destructive work commenced by the fire fiend.

The entire upper works astern in the vessel are gone and it will require the outlay of many thousands of dollars and loss of time to repair the damage.

### CAPTAIN COUSINS' STORY.

**He Gives Graphic Account of His Battle With Flames.**

SEATTLE, Feb. 28.—Captain Cousins gave the following account of the disaster to the Queen:

"At 4:50 o'clock Saturday morning when we were 30 miles to the westward of Tillamook Light on the coast of Oregon, on our way to this port, Second Officer Reese reported to me that the ship was on fire. Reese was on the bridge. I hastened from my stateroom, not taking time even to dress, and rang the fire alarm. Getting all hands on deck, we started to fight the fire, which was located in the after saloon on the saloon deck. When I came on deck, less than half a minute after being notified, attired in my pajamas and barefooted, the flames were shooting 30 feet high out of the saloon skylight. We got men with hose playing the water on the fire, but it continued to gather headway until the whole after part of the ship was in flames.

"When it looked impossible to keep the fire under control I gave orders to clear away the boats, to swing them out and lower them to the rails. The boats on the weather, or port side, I had lowered into the water. There were three men in each, and I ordered them to take the boats around to the lee side and await orders. Then I began to fill up the boats on the starboard side with women and children. At this time it looked impossible to save the ship. The vessel was in flames and the fire gaining headway on us despite our efforts.

"Finally the starboard boats were lowered into the water. One of them, the last lowered, I believe, got under the guard and was stove in and later upset. It was in charge of Second Steward Savage. The moment the boat capsized, the boats on the lee side went to their rescue. I do not know just how many people there were in the various boats lowered, though possibly 60. The boats were out in the open until 8:30 o'clock, when, believing we had the fire under control, I blew three whistles, signalling the boats to gather around the ship, and by 9:30 all save those lost were on board again.

"The men in the glory hole, when called upon the discovery of the fire, came up through the flames and blinding smoke. Three of these lost their way and rushed into the cockpit, where they were suffocated or burned to death.

"At the time the fire was discovered the wind was blowing from the southwest, probably 15 miles an hour. There was a nasty, choppy sea running.

"I have no idea as to the cause or origin of the fire—not enough to base an opinion even. Both the saloon watchmen and deck watchman reported everything O. K. at 4 o'clock. Fourth Officer Meyer went down into the saloon at 4:05 and he neither saw nor scented fire or smoke. It appears to have burst forth into a full-fledged fire very suddenly. It was a vicious, angry fire, and, but for the heroic work of the crew and passengers in fighting it, the ship and all aboard would have been burned. My crew behaved admirably. They could not have done better. And too much cannot be said in praise of the splendid services of the passengers."

### AMID FLAMES, SMOKE, WATER.

**Terrible Battle Waged by Crew and Passengers of Steamer.**

SEATTLE, Feb. 29. — (Special.) — Fire swept the steamship Queen, homeward bound, off Tillamook light early Saturday morning, and 14 lives were lost. Ten who died were members of the crew, burned at their posts, or drowned while they sought to save women and children from flames and wave. Rare heroism on the part of the captain and men prevented the most terrible sea disaster of years and brought the vessel into port yesterday afternoon, her after parts a mass of charred wood and twisted steel.

In the darkness which comes just before the dawning, a woman stepped into the dimly lighted dining-room at the after end of the saloon deck and asked the nightwatchman for a glass of water. She got it and returned to the door of her rooom. As she opened this, a gust of flame and smoke swept out. Her shriek of fright was the first alarm of the fire. That was 4:30 o'clock in the morning.

A few minutes later men and women fled in their night clothes from their staterooms. The fire alarm sounded. The vessel was brought to a stop. In the engine-room, fast filling with smoke, men stood by the pumps. Others of the crew manned two lines of hose and crept through the alleyways leading along the saloon deck to the dining-hall. This was now a mass of flame. Through the flames and smoke wreathes eight or ten of the crew stole beneath the floor of the dining-hall to reach the main deck. Three lost their way and crawled out to the cockpit, where they were roasted to death. Hours afterward their bodies were found, one half way out through a hawse hole, leaning down over the water, which the man had tried vainly to reach.

Called from his berth by his second officer, Captain Cousins ran to the upper deck a moment after the fire was discovered. He was clad only in his pajamas. In this scant attire he stayed in the wind and rain four hours and directed the fight to save lives. When Cousins reached the bridge, flames rolled through the dining hall skylight and billowed up for a distance of 30 feet. They lit the sky for miles, and as they rose higher the scope of tossing fire-reddened waves grew wider. An ugly, choppy sea was running, and a 15-mile gale blew from the southwest. To this the ship was headed. On the forward decks half-clad men and women crowded. Among these, officers and crew went, distributing life-preservers and giving words of cheer and hope. During this time other members of the crew were fighting the flames, while the men in the engine-room stood at their posts, stifled with smoke and enduring heat almost unbearable in spite of the wet cloths with which they had covered their faces.

It seemed as though no earthly power could save the vessel. Captain Cousins consulted with Captain L. N. Hibbard, of the Northern Commercial Company, an old navigator, who was among the passengers. They agreed to launch the lifeboats. They had been taken to the leeward side of the ship soon after the outbreak of the fire. Four of these small craft were lowered from their davits, loaded with women and children. As the last struck the water, a great sea, on whose crest the foam gleamed red from the firelight, struck it. At the same moment the ship, sinking into a trough, seemed to drop upon it and crush it. A moment later the passengers were struggling in the angry waters.

It is a significant incident in this story of marine disaster that the women and children from this boat were all rescued, and but two of the passengers aboard lost their lives. The others who went down with it were members of the Queen's crew.

The other three boats tossed up and down on the lumpy sea. Their passengers saw plainly by the glare of the flames the faces of those who had remained aboard the Queen. In the red light every line and each of the twisted iron girders, which appeared as the woodwork on the after part of the vessel was eaten away was visible. In these small boats the women and children, none more than half clad, and many with nothing on save their night clothing, shivered before the biting wind and drenching seas. All of the craft stood by watching the conflict waged by those whom they had left behind.

This was as hard a battle as men ever waged against fire. Those with the hose lines lay flat on their faces in the narrow alleys of the saloon deck or close to the railings of the deck above, pouring the water into the mass of flames which seemed to devour it before it left the nozzles.

During all this time the men in the engine-room and in the stoke hold gasped behind steaming cloths and stuck to their posts. At times it seemed as though they must move or succumb to the heat, but leaving fires or pumps meant to leave the vessel and the lives of those on board to the mercy of flames or the raging ocean.

It was four hours before this stern fight began to tell. Then the woodwork had crumbled away, and the flames had nothing on which to feed unless they went on forward against the streams of water.

They began slowly to show signs of subsiding.

At 8:30 o'clock Captain Cousins signalled with three blasts of the steamship's whistle. The lifeboats returned, and those aboard were taken on the ship. These passengers were all half dead from exposure. One of them, Mrs. E. Adams, of Dawson, died in spite of all that could be done for her.

It was just six hours from the outbreak of the fire before the Queen was again under her own steam and headed for this, her home port.

Men made their way into what had been the dining hall, and picked their way among jets of steam and wreaths of smoke, over and under bent iron girders, still hot, until they reached the cockpit. There they found the bodies of three men who had lost their way coming out from the glory hole.

Several hours later, as the vessel was off Cape Flattery, there came up a terrific thunder storm. One bolt, whose accompanying peal was louder than any other, seemed to strike the ship, and she shook in every timber. Again men and women rushed to the deck thinking the boilers had exploded.

At Port Townsend the bodies of the three members of the crew who had been burned to death were put ashore. That of Mrs. Adams was brought to Seattle.

Thousands lined the wharves when the Queen steamed into the harbor of her home port. Only once before had so many watched for her coming—the day when she brought home the men of Washington who had fought in te Philippines. Slowly she steamed up the bay, slackened until she seemed to come to a dead stop, then finally circled about the revenue cutter which lay at one of the city buoys, and made her way into the slip.

When her passengers filed down the gangplank to meet those whose anxious faces were turned to theirs, each stopped to grasp the hand of the Captain who had brought them safe in port, and to thank him.

The origin of the fire was a mystery. It seemed to break from either stateroom 50 or 52. Possibly crossed wires started it. Both staterooms are on the port side of the saloon deck aft. Neither was occupied.

All of the crew shipped from San Francisco, which is presumably their home. M. Somers, H. Douglas and Raymond were the members of the crew who were burned to death.

### Names of Captured Colliers.

SUEZ, Feb. 28.—The steamers laden with coal for Japan captured by Russian torpedo-boat destroyers are reported to be the British Ettrickdale, from Barry February 3, for Sabang; the British steamer Frankby, from Barry February 3, for Hong Kong; and the Norwegian steamer Matilda, from Penarthi January 30, for Sasebo.

(A dispatch from Suakim, Egypt, February 24, said that the captain of the British steamer Luristan, from Newport, February 5, for Bombay, reported that he was stopped and examined by Russian torpedo-boat destroyers a few miles south of Dadalus Island, in the Red Sea, who informed him that the three British steamers, coal laden for Japan, had been captured by them.)

### Will Not Leave Black Sea.

PARIS, Feb. 29.—The correspondent at St. Petersburg of the Echo de Paris says that he learns that no Russian vessels will leave the Black Sea, notwithstanding rumors in foreign papers. The Manchurian railway and telegraph lines are admirably guarded from Port Arthur to Mukden and from Mukden to Harbin.

"Senator," she asked, "do you think there is any chance for an honest, cultured and really able man in politics?" "Certainly," he replied. "I want to hire that kind of man to write my speech on the ship subsidy bill."—Chicago Record-Herald.


Another Lot of March Delineators Here.

**Lipman, Wolfe & Co.**

Goods Bought Today Charged on March Account

Headquarters for Butterick Patterns.

## Notions and Sewing Requisites

Here is a list of little things with such little prices that every thrifty woman will read interestedly and having read will act and buy—and save. What makes this sale of greater importance is the fact that these low prices are in force right at your need time—when you are busied with thoughts of Spring sewing.

Best Ironing Wax..... 4¢
60-inch Linen Tape Measure..... 22¢
60-inch Cotton Tape Measure..... 4¢
Best German Silver Thimbles..... 4¢
Best Celluloid Thimbles..... 4¢
Best Aluminum Thimbles, 3 for..... 5¢
Best Grade English Pins, 360 count..... 9¢
Best Grade American Pins, 360 count..... 4¢
English Mourning Pins, box..... 2¢
Pearl Head Lace Pins, 12 for..... 5¢
Pinbooks, 360 black and white and all black Pins..... 10¢
Safety Pinbooks, 2 dozen assorted..... 6¢
Pattern Tracers, 4c and..... 12¢
Hand-Forged Scissors, 3½, 4, 5-inch..... 22¢
Hand-Forged Scissors, 5½, 6, 6½, 7-inch. 39¢
Best Lace Scissors..... 68¢
Best Buttonhole Scissors..... 89¢
Best Stitch Rippers..... 18¢
Invisible Spring Hooks and Eyes, gross.. 20¢
Hold-Fast Fasteners, small and medium, black and white, gross..... 50¢
Stocking Darners, assorted colors..... 4¢
Silk Corset Laces, assorted colors, 5 yds.. 22¢
Linen Corset Laces, assorted colors, 5 yds. 4¢
Best Elastic Corset Laces..... 3¢
Lisle Dress Elastic, ½-inch wide..... 5¢
Lisle Dress Elastic, ⅝-inch wide..... 7¢
Large Cube Pins, white, black and colors.. 9¢
Household Needlebooks, 150 assorted Needles, good quality..... 32¢
Roberts Needlebooks containing 100 best quality gold eye needles..... 22¢

500 yards Basting Cotton, dozen..... 50¢
Silk Finish Thread, 500-yard spool, black No. 40, spool..... 5¢
White and Black Chiffon Stock Foundation, straight and pointed, each..... 10¢
Lightweight Stockinet Shields, dozen.. $1.00
Best quality Rubber-Lined Shields, doz. $1.85
Best quality Odorless Shields, double covered, size 3, dozen..... $2.25
Tape Covered Waist Featherbone, 3 yds.. 25¢
Taffeta Silk Seam Binding, black and white, 8c piece, dozen..... 90¢
Glace Serge Dress Belting, 10-yard piece, per piece..... 12¢
Silk Serge Belting, ⅞-inch wide, 8c yard, piece..... 70¢
Shaped Skirt Banding, black, white and gray, 12-yard piece, per piece..... 45¢
Angora Braid, 5-yard piece, black, white and all colors, piece..... 8¢
Best quality Velveteen and Brush Binding, yard..... 5¢
Silk Frilled Elastic Hook-On Hose Supporters with satin pad, assorted colors.. 43¢
Silk Frilled Hose Supporters with satin Pin-On tops, assorted colors..... 20¢
Black and White Darning Cotton, 45-yard Spools..... 2¢
Tablet of six White or Black Hatpins.... 4¢
Curling Irons in assorted sizes, 3c, 8c.... 9¢
Hair Pins, straight or crimped, 2¼, 2½, 2¾-inch long, bundle of 30 for..... 4¢
Cabinet Hair Pins, 50 in each..... 4¢

## "Robinson and Wells" Hats

The famous "Robinson and Wells" hats get their first showing today. Judging from the amount of inquiries we've had for them for the past few days the Millinery department will be a busy place today. There's a beauty and a style to every one of these hats that cannot be described in cold type. There's variety enough to suit every taste and every face. Especially noteworthy are the styles especially designed for misses and young ladies. By all means see these hats today, even if you do not come prepared to buy—you're just as welcome if you come to only look as if you come to buy.


### AT THE HOTELS.

**THE PORTLAND.**

A L White, Spokane
J Harris, S F
C C Graham & wf, New York
C W Chapman, Chgo
H Hesse, N Y
[illegible] Seddon H A
H C McConnell, N Y
G H Bishop, Cinti
T Almgille, Cinti
L Jacobs, S F
G H Hutling, Chgo
J A Savage, Denver
N Bennett, Tacoma
W G Schoch, Miln
B H Coffman, Ft Wth
R J Ahern, Idaho
N D Poutin, Seattle
F W Valle, city
G M Neuremeyer, Pa
A Reykhover, N Y
E C Appleton, Mich
W H Mitchell, Olymp
C H Pierce, Louisville
C H Baker, Seattle
M Schwerdesky, N Y
F A Hamilton, Rochester
S Merrill & wf, Salt L
G Gabriel, Seattle
G W McCabe, Seattle
A J McCabe, Tacoma
W S Hanyan, U S S Buford
F D Putmujen, do
A Rivjeve, Chicago
S Murray, Chicago
Mr & Mrs R M Rau, city
F Bowen, city
G W Fischer, Seattle
E D Campbell, city
H L Hexter, city
E B King, Bakersfield
H Harlan, Bakersfield
A D Rickey, Phila
R H Vroom, N Y
A D C Donnelson, Seat
T R Sheridan, Rossbg
D Rice, Roseburg
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