# PULLED OFF SPIT

## Battleship Rhode Island Saved by Four Big Tugs.

## DAMAGE NOT DETERMINED

### Native Pilot Is Said to Have Been Refused, Although Services Were Proffered When Entering the Heads.

NORFOLK, Va., May 6.—The battleship Rhode Island was floated at high tide tonight after having been aground on the York Spit bar since Saturday morning. It was due to the efforts of four powerful naval tugs—the Uncas, Wahneta, Hercules and Mohawk—that the big warship was drawn from the sandbar.

The Rhode Island then dropped anchor in the mouth of the York River and will come to Hampton Roads tomorrow morning. The extent of the injury to the ship is not known tonight. It develops that there was no native pilot taken aboard the vessel when she entered the capes. The Virginia pilots say that one was offered, but was refused. No other pilot would have undertaken to take the ship to York Bay.

Off York Spit there are numerous shoals that extend far out into the main channel. These shoals are marked with buoys. Other ships have stranded near the scene of the mishap to the Rhode Island. The shoals in this portion of Chesapeake Bay are treacherous, and captains of vessels unfamiliar with the channel are likely to come to grief if they attempt to enter York River without the aid of local pilots.

Captain Garst, of the Rhode Island, has been ill, and naval officers express the opinion that he was not in command when the ship struck. It is generally believed that the ship in attempting to enter York River before daybreak got out of the channel or the pilot lost his bearings by misty weather.

### Inquiry to Be Made.

WASHINGTON, May 6.—The Navy Department was advised today of the grounding of the battleship Rhode Island through a telegram from Captain Harrington, commandant at the Norfolk Navy-Yard. A court of inquiry will be appointed to ascertain the cause of the accident and report whether further action should be taken against anyone who may be responsible.

This court, usually appointed by the commanding officer of the fleet or squadron, will in the present case in all probability be named by the Secretary of the Navy, as the Rhode Island had not yet been attached to any squadron, but was merely out for a shakedown. If the court of inquiry finds any of the officers culpable, a court-martial will be appointed.

# FULTON DEFENDS HIS BILL

### SAYS CHAMBERLAIN DISCOVERED A MARE'S NEST.

### Swapping of Land Desired by Booth-Kelly Company Approved by Department.

OREGONIAN NEWS BUREAU, Washington, May 6.—If there is a joker in the bill recently introduced by Senator Fulton, to permit the Booth-Kelly Lumber Company to consolidate its holdings on the Klamath Indian reservation, by exchanging a part of its lands for Indian lands, it has not been discovered by Indian Commissioner Leupp. In fact the bill introduced by Senator Fulton was drawn upon the advice of Mr. Leupp and has his unqualified indorsement.

The bill was the result of several conferences between the Indian Commissioner and R. A. Booth, representing the lumber company. Governor Chamberlain and State Land Agent West have given out statements to throw suspicion upon the bill. Their statements came to the attention of Senator Fulton, and brought from him a denial that the bill was especially favorable to the Booth-Kelly Company. Senator Fulton said:

According to several newspapers of Oregon, Governor Chamberlain and Land Agent West have discovered that a bill introduced by me is liable to deprive the state of some 15,000 acres of swamp land. It is difficult for me to believe that the gentlemen named are purposely responsible for the publication of such articles. It occurs to me that a very ordinary sense of justice would have suggested the importance of careful investigation before giving publicity to so grave a charge. I am not disposed to question the fidelity of either to the interests of the state, but they should both remember that there are others. I submit, therefore, that it was their duty to inform themselves of the facts before rushing into print in the manner they apparently have in this instance. Now the facts about the bill I introduced are as follows:

In April and December, 1871, and April, 1873, certain lands were conveyed by the United States to the State of Oregon, pursuant to the act of Congress of July 2, 1864, to aid the construction of a wagon road from Eugene City to the eastern boundary of the state. These lands were, in turn, conveyed by the State of Oregon to the Wagon Road Company, and then by mesne conveyances to the present owner, the California & Oregon Land Company. Some years ago a suit was instituted by the United States against the latter company to cancel the patents to certain of said lands, including the lands in question, on the ground that they were excepted from the grant. That suit was finally terminated by a decision of the United States Supreme Court in 1903 (192 U. S. 353) in favor of the land company, and since then the Government has recognized the validity of the company's title. In the meantime, however, there had been allotted, or an attempt had been made to allot, a portion of the lands in question to the Klamath Indians.

The wagon-road grant was of the odd-numbered sections. The company naturally desires that it shall be in a compact body, and the Government is anxious to protect the allotments to the Indians and at the same time bring their lands into one compact body. The lands being all within the boundaries of the Klamath Indian reservation, it has been agreed between the Department of the Interior and the land company that the latter shall exchange such allotted lands, and, I believe, certain others in the vicinity, for a solid body in one corner of the reservation. Such exchange is certainly very greatly in the interest of the Government and the Indians. The department required Congressional authority to make the exchange, and the bill I introduced is designed to grant such authority and has been approved by both the Interior Department and the land company. That the state cannot be injured or its rights affected in any wise by the exchange is manifest for several reasons:

First—The state granted the lands held by the land company and by it proposed to be transferred, to its grantee and hence can have no interest therein, and is claiming none, I understand. Having conveyed them, how can it claim them?

Second—If the state has any interest in either the land proposed to be transferred by the company to the Government, or by the latter to the former, and suit is pending to establish such right, how can its title be affected or extinguished by the exchange?

Third—It is alleged that the interest of the state is in certain swamp lands. I am informed that not an acre of swamp land is included or intended to be included in the deal, but if so, and the state has any title thereto, will it be contended that its title thereto would or could be affected by such exchange? I cannot conceive that any intelligent person will so contend.

Now this is a matter that the Government is particularly desirous of having settled, and there seems to be no reason why the authority should not be granted the Secretary of the Interior to make the exchange. The bill I have introduced simply authorizes the Secretary to do so, in his discretion. It is very certain that he will neither transfer to the company, nor accept from it, any lands claimed by the state. Can any person believe that the Secretary of the Interior would take the responsibility of transferring or accepting the transfer of any lands for which the state is now prosecuting its claim against the Government before the courts? Further, I am assured by the Commissioner that they will be very careful not to transfer or accept transfer of any land claimed by the state.

It occurs to me that it is up to the Governor and Land Agent West to make one more discovery, and that is, that they have been a little premature, to say the least.

# BILL SATISFIES PRESIDENT

### LONG STEP IN SOLVING THE RAILROAD PROBLEM.

### Roosevelt Tells Pennsylvania State Grange of the Effect of the Allison Amendment.

WASHINGTON, May 6. — President Roosevelt today reiterated his views on railroad rate legislation in a telegram sent to the executive committee of the Pennsylvania State Grange. The telegram follows:

"Washington, May 6.—W. F. Hill and Members Executive Committee Pennsylvania State Grange: Telegram received. I am happy to tell you that not only am I standing on my original position as regards rate legislation, but it seems likely Congress will take this position, too. The Hepburn bill meets my views, as I have from the beginning stated. The Allison amendment is only declaratory of what the Hepburn bill must mean, supposing it to be unconstitutional, and no genuine friend of the bill can object to it without stultifying himself.

"In addition I shall be glad to get certain amendments, such as those commonly known as the Long and Overman amendments, but they are not vital, and even without them the Hepburn bill with the Allison amendment contains practically exactly what I have both originally and always since asked for, and if enacted into law it will represent the longest step ever yet taken in the direction of solving the railroad problem.

"THEODORE ROOSEVELT."

> There are only a few more days in which to register. If you expect to vote, you should get your name on the registration books so that the clerks and judges of election will know that you are entitled to vote. Unless you are registered you can vote only by securing the signatures of six freeholders to a certificate concerning your residence, etc. Do not trouble your friends and inconvenience the judges on election day, but register now.

# GAPON IN SWITZERLAND

### Gorky's Understudy Says He Has Received a Telegram.

CHICAGO, May 6.—"Father Gapon has not yet been lynched by Russian anarchists. On the other hand he is in Switzerland, alive and well, as I positively know," said Ivan Ivanovitch Narodny in an address before a Socialist gathering on the North Side this afternoon.

Narodny came to the United States with Maxim Gorky and was substituted for Gorky as the speaker at the Socialist meeting on account of Gorky's illness. The meeting was held under the auspices of the Industrial Workers of the World, as a protest against the arrest of Haywood and Moyer, of the Western Federation of Miners, in connection with the assassination of former Governor Frank Steunenberg, of Idaho.

Narodny added that only last Monday a mutual friend in Washington, D. C., had received a cablegram from Gapon.

# BOND FINDS SUPPORT.

### Bait Act Against American Fishermen to Be Strictly Enforced.

ST. JOHN, N. F., May 6.—Public sentiment throughout the colony strongly supports the Bond cabinet's aggressive enactment against the American fisherman, while from views expressed in official circles it appears probable that the Premier has the indorsement of the British government, which believes the restrictive measures proposed are within the colony's legal rights.

The government will employ whaling vessels in addition to revenue cruisers in enforcing the bait act against American fishing vessels. The new foreign fishing vessels bill is expected to pass the upper house of the legislature tomorrow. Both houses will be prorogued Wednesday.

# BELMONT IS SATISFIED

### Proposed Amendment to Publicity Bill an Improvement.

WASHINGTON, May 6.—Perry Belmont was asked today what he thought of the proposed amendments to the publicity bill. He replied:

"I believe the proposed amendments will improve the bill, which already covers National and Congressional committees, but did not provide for the publication of contributions and expenses under the close of campaigns, while the amendments provide for publication, both before and after elections. As the principle of the publicity is preserved intact by the amendments, I am confident that no member of our organization will object to them."

# WASTE OF CANAL MONEY

(Continued From Page 1.)

political dumping ground. It is my opinion, based on interviews with upward of 300 minor officials and supported by my own observation, that the Government cannot complete the canal in 20 years nor within double the present estimated cost unless it can absolutely eliminate politics from the administration of canal affairs.

As to graft on the isthmus, I am glad to report that I encountered no specific case that is supported by positive proof. Some transactions "looked bad," but when I have said that, I have said all I know concerning them. Unfortunately, a certain percentage of dishonesty is a human attribute. That graft does exist in some limited degree on the isthmus I have no doubt. It will be found anywhere in the world in a project of this magnitude.

# NEARING A VOTE

## Senate Will Probably Pass on Rate Bill This Week.

## MADE A PARTY MEASURE

### Compromise on Judicial Review of Findings of Interstate Commission Is Not Expected to Be Actively Opposed.

WASHINGTON May 6.—Practically all the members of the United States Senate agree in predicting that the present week will see the end of the discussion on the railroad rate bill. There is among Republican Senators some disposition to antagonize the compromise proposition for a judicial review of the findings of the Interstate Commerce Commission, but the fact that this provision is accepted by the conservative Senatorial leaders on the one hand and by the President on the other renders it practically certain that the amendment will in the end be accepted as a party measure and that it will receive most if not all of the votes of Republican Senators.

It remains to be seen what effect the consolidation of the Republican party will have upon the Democratic Senators. There is little doubt that they will criticize the course of their political antagonists, but it is not probable that they will carry their opposition to the extent of trying to postpone the final vote on the bill for any great length of time. The Democrats will probably content themselves with expressing surprise that the bill should be transformed into a party measure, and then, after chaffing their opponents, will let the votes be taken, each man voting according to his own personal views.

There is no agreement among Republicans as to whether the bill shall be otherwise amended, and it is probable that a day or two will elapse before any policy in that point can be determined. The consideration of the bill will proceed in accordance with the unanimous agreement, the measure being considered section by section and each section disposed of in order. The proceedings last Friday, the only day on which the Senate has been in session under the agreement, indicated that there is little prospect of any general change in the measure.

At this time it seems probable that changes may be made giving the commission power to compel trunk lines to make connection with other lines and prohibiting the transportation companies from engaging in the production of commodities. Amendments for the accomplishment of both purposes will be urged, and so far comparatively little opposition to them has been developed.

Opinions differ as to the length of time that may be required for the conclusion of the work on the bill, and estimates vary all the way from Wednesday until Saturday. The principal debate will be on the question of court review, which will probably be reached by Tuesday. After that is disposed of there will be little heart left for anything else, and whatever may be offered will most likely be acted upon after comparatively little discussion.

There are as yet no plans for taking up other measures after the railroad bill shall have been disposed of, but it is expected that some of the appropriation bills will be ready for consideration by that time. The discussion of the nomination of Mr. Barnes, assistant secretary to the President, as Postmaster of Washington, will also proceed when opportunity offers.

The National House of Representatives will complete the naval appropriation bill this week. If the foreign affairs committee can get the diplomatic and consular appropriation bill ready in time, action also may be taken on that measure.

Aside from this character of legislation today is to be devoted to the passage of bills under suspension of the rules and Friday is to be devoted to the passing of private pension bills.

The reading of the naval bill is expected to occupy the House Tuesday, Wednesday and possibly Thursday. Should there be any unoccupied time, however, there are two special orders already on the calendar and the immigration bill is to constitute the third if the present plan succeeds to give it more status by the passage of a resolution today. Pure food legislation has the right of way after appropriation bills, and next the bill creating a uniform system of naturalization.

Night sessions are contemplated to get through the voluminous codification of the criminal laws which is pending, but no special order to this end has been adopted. With the naval and diplomatic bills out of the way, there remain but two appropriation bills to be formed and passed. These are the sundry civil, which will be out of committee the middle of May, and the general deficiency bill, which is always the last and calculated to carry the odds and ends of the money necessities of the Government.

# MOTOR CARS FOR THE WEST

### J. J. HILL HAS EXPERT EXPERIMENTING IN EUROPE.

### Announcement That Northern Pacific and Great Northern Will Improve Suburban Service.

In common with all other railroad systems in the United States, the Great Northern and Northern Pacific are making experiments with gasoline motor cars preparatory to their introduction for suburban services at various points on the Great Northern and Northern Pacific systems. It is likely that a motor car will be placed on the Portland-Vancouver run when the Portland & Seattle line is finished and will provide quick and cheap transportation between the two cities.

J. J. Hill has a motor car expert in Europe studying different styles of cars there, and upon his return to this country he will recommend the best type to be built for service on the Hill lines. The expert is C. J. Holst. He has made motor cars a study since they were first introduced for railroad service and his investigations now are being carried on in France and Germany, where the motor car has reached its best development.

There is no doubt that motor cars could be used to advantage at every point of importance on the Hill systems. The service to the lakes and resorts near St. Paul and Minneapolis could be improved and made more economical by the installation of frequent and cheap motor car service, and the use of the cars on the run from Spokane to Medical Lake and other resorts, as well as for suburban service, would be an improvement.

From Hoquiam and Aberdeen to the Washington beaches would prove a fertile field for the proposed motive power, as would the suburban runs out of Seattle. The trip from Seattle to Tacoma over the Northern Pacific will probably be made by motor car instead of by trains within a short time if the Hill roads adopt gasoline cars as motive power.

Louis Hill, son of J. J. Hill and vice-president of the Great Northern Railway, is quoted as having stated while in Seattle recently that within a short time his road would pay particular attention to suburban service from the principal points on the line, and this statement is taken to mean that after a time motor cars will be built and set to work along the whole system.

# OPENING A BIG SUCCESS

### First United Cigar Store Visited by Thousands.

Great attention has been attracted during the past two days to the Third-street establishment of the United Cigar Stores Company, which has just opened for business, marking the entrance of that company into the local retail field. There was not a minute Saturday or Sunday when the store was not crowded to the doors with customers, and the management regards its opening as successful in every way. It came as somewhat of a surprise that the store on the opening day did $1000 of business, more than any other store which the company has yet opened on the Pacific Coast.

So great was the rush of buyers that 22 clerks found it almost impossible to handle the crowd, and it was found necessary to ask the assistance of the police. More than 5000 carnations were given away to customers during the two days.

The window display was one of the most attractive of the kind ever seen in Portland, and held the attention of many women, as well as men. The interfixtures, which are very beautiful and were installed at much cost, were all manufactured in Portland, as were also the heavy plateglass windows.

General Manager Rosenfeld, of New York, who came to Portland for the opening, considers it the most successful in the history of the company. He regards the establishment as the most complete United Store he has opened, as does also Treasurer Edward Wise, who accompanied him.

# SUPPORT ROOSEVELT IDEA

### Dr. Lyman B. Sperry in Address Condemns Race Suicide.

Dr. Lyman B. Sperry, of Oberlin, Ohio, a physician who for the past 20 years has devoted himself to a study of sexology, addressed a large audience of men in the auditorium of the Young Men's Christian Association yesterday afternoon. He spoke upon the subject, "Male and Female," dealing with the theme from a physiological standpoint.

Dr. Sperry is an advocate of President Roosevelt's doctrine on the subject of race suicide. He advanced the opinion that the most important duty of every married couple is to rear a family and that the fulfillment of this obligation should not be neglected because of the press of business or social duties.

"Family life is the most important thing on earth," he said, "and it should not be sacrificed for any reason. Other nations have gone to destruction because of the disregard they paid to that unit of the social body, the family. In their fall there is a warning to us, and, however much men are disposed to discuss the subject lightly, it cannot be denied that it is an important one and should receive serious consideration."

### AT THE HOTELS.

**The Portland**—C. L. Edwards, Mayville, Md.; S. B. Lyman, Pulaski, N. Y.; F. Lee, Miss Lee, Buffalo, N. Y.; C. Born and wife, Columbus, O.; Miss Emma Moerlein, Miss Emma Goetz, Cincinnati; A. B. Rossman, New York; F. D. Newberry, Philadelphia; H. D. Randall, Seattle; G. McCabe, Elgin; C. E. Darling, C. J. Jourdin, San Francisco; F. A. Yeaton, Boston; L. B. Sperry and wife, Mrs. H. M. Rice, Oberlin, O.; K. A. Bickel, Stanford; T. L. Briggs, New York; I. Moffatt, Seattle; W. C. Watrous, San Francisco; C. L. Ballard and family, Creston, Ia.; N. Kauffman, New York; R. Kuhn, Cleveland; H. E. Breitstein, W. S. Welding, New York; W. M. Craigie, San Francisco; J. Frank, U. S. A.; S. Powell, Rochester, N. Y.; J. D. Cox and wife, Miss L. J. Prentiss, Miss M. L. Smith; H. A. Strong and wife, Rochester, N. Y.; S. H. Bolton and wife, Chicago; E. G. Judd, Hartford; W. J. Howard, J. M. Howard, Los Angeles; H. Stenge, New York; C. S. Waldo, Boston; W. D. Smith, Chicago; F. Kirich, Milwaukee; E. H. Mason, Chicago; F. N. Parker and wife, San Francisco; T. R. Hume, Astoria; J. A. Marsh and wife, New York; S. I. Perry, Los Angeles; A. W. Hearenrich, A. Jessison, R. W. Boardman, New York; G. Koch, S. Gordon, Chicago; A. A. Goldschaind, New York; G. Schwarzerbach, Baltimore; H. B. Rowland, Chicago; E. W. Russell and wife, Hutchinson, Kan.; Mary C. C. Bradford, Denver; J. P. Burns and wife, Weiser; C. B. Rhodes, Seaside; A. H. Stall, San Francisco; J. C. Jones, New York; R. J. Caughey and wife, McKeesport, Pa.; J. A. Snyder, Chicago; B. C. Johnson and wife, Oakland; E. B. Lane, New York.

**The Oregon**—B. Ingles and wife, Kansas City; H. T. Shaw, San Francisco; W. B. Newberry, Cleveland; E. L. Gaudette, South Bend; C. Henley, San Francisco; F. W. Schmidt, New York; E. R. Coffin, Huntington; J. W. Hupp, Seattle; L. Hunziker, D. T. Totoni, Pendleton; J. J. Atkins, A. W. Hackman, Pittsfield, Mass.; Miss A. L. Whelan, San Francisco; J. Q. Ferguson, Miss Lillian Lawrence, Miss Ethel India, J. M. Salmolis, San Jose; Larry B. Robinson, S. Gunsberg, A. W. V. Schemerhorn, New York; E. de Million, Spokane; W. A. Schenck, San Francisco; H. A. Sablett, Racine; C. Gram, St. Paul; J. McFarlane, San Francisco; E. Havlian, Jr., New York; E. Brenk, Boston; S. S. Crenshaw, San Francisco; T. L. Biggs, New York; H. J. Armstrong, city; A. J. Stark, C. H. Rasmussen, H. K. Godfrey, C. H. New, Seattle; C. D. Latourelle, Oregon City; E. R. Ingersoll, A. W. Cassels, H. W. Rawley, H. D. Burkell, Seattle; R. W. Jones, S. Clark, McMinnville; A. E. Beard, Baker City; I. Horn, Tacoma; E. E. Brahm, Wilkeson; J. F. Blank, St. Louis; J. S. McMillin, Seattle; F. W. Levy, W. D. Hopkins, J. Pearson, A. B. Rossman, New York.

**The St. Charles**—H. H. Caples and wife, J. C. Johnson, city; W. H. Taylor, Marshland; J. E. Eldridge, Champoeg; C. W. Smead, city; G. F. Driscill, Rainier; L. H. Nye, Kalama; B. Anderson, Oregon City; J. Dougherty and son, Bridal Veil; F. M. Galvin, St. Louis A. F. Perry, H. Reeves, Carrollton; W. J. Carter, Montavilla; R. Hainsworth, Holbrook; E. Baker; G. Cole, H. Cole, Castle Rock; G. B. Schaeffer, St. Paul; W. Myers, Chehalis; L. G. Currants, Vancouver; A. C. Currants, Lents; W. C. McGarigle, Honolulu; C. E. Ott, E. B. O'Neil, city; J. Watson, Kelso; R. E. L. Donaldson, Tillamook; R. Emilly and wife, Troutdale; C. Phillips, Ostrander; C. O. Benson and wife, Silverton; R. Hill, Berkeley; F. Martin and son, San Jose; F. H. Schettler, Coos Bay; S. Davidson, Boise; V. Coates, L. Coates, Shedds; L. Wambegans, Dayton; W. H. Taylor; H. C. Ballinger, Pendleton.

**Hotel Donnelly, Tacoma, Washington. European plan. Rates, 75 cents to $2.50 per day. Free bus.**


**Blood Humors**

Affect the whole system and cause most diseases and ailments. Eliminate them by taking

**Hood's Sarsaparilla**

Liquid or tablets. 100 Doses One Dollar.

**Tutt's Pills Cure All Liver Ills.**

**Secret of Beauty** is health. The secret of health is the power to digest and assimilate a proper quanity of food. This can never be done when the liver does not act it's part.

**Do you know this?** Tutt's Liver Pills are an absolute cure for sick headache, dyspepsia, sour stomach, malaria, constipation, torpid liver, piles, jaundice, bilious fever, biliousness and kindred diseases.

**Tutt's Liver Pills**

Artistic Picture Framing

**Lipman, Wolfe & Co.**

Portland Agents Young's $3 Hats for Men

**Sale of Over 2000 Demi-Made Lace and Embroidery Robes**

$7.25 Lawn Robes for ..... $3.75
$11.25 Lawn Robes for ..... $7.75
$19.75 Lawn Robes for ..... $13.75
$22.75 Batiste Robes for ..... $16.75
$31.75 Batiste Robes for ..... $21.75
$37.75 Batiste Robes for ..... $26.75
$45.00 Batiste Robes for ..... $33.75

A grand selection of demi-made Robes, all this season's best and latest patterns, in white, blue, pink, lilac, reseda, gray, ecru, black, etc., in batiste, swiss and lawn, handsomely embroidered; just the thing at graduating time.

$15.00 Linen Robes for ..... $10.95
$19.50 Linen Robes for ..... $13.75
$25.00 Linen Robes for ..... $16.75
$30.00 Linen Robes for ..... $21.75
$37.50 Linen Robes for ..... $26.75

This line comprises a vast selection of choice patterns in hand-embroidered effects on linen. For the street, or at the beach, nothing is more correct, for the warm days yet to come.

$16.50 Lierre Net Robes for ..... $10.75
$22.50 Lierre Net Robes for ..... $13.75
$28.00 Lierre Net Robes for ..... $18.75
$32.50 Lierre Net Robes for ..... $23.75

The largest and best selection of Lierre Net Robes ever shown in this city. White and ecru only. For Monday's great special "ROBE DAY"

$7.25 Net Robes for ..... $4.68
$9.75 Net Robes for ..... $7.75
$16.00 Net Robes for ..... $13.75
$20.00 Net Robes for ..... $15.75
$32.50 Net Robes for ..... $23.75

A large variety of dainty Net Demi-Made Robes, in white, blue, lavender and pink; neatly trimmed with juby net trimming, and Valenciennes lace insertion. These should be seen to be thoroughly appreciated.

$1.50 Valenciennes Laces ..... 48¢ Dozen

Seven thousand dozen this season's best and prettiest patterns Valenciennes Laces and Insertions in German or round mesh, and the popular French and Italian effects, in a great variety of designs. Extra good values to $1.50 a dozen; for this great occasion, the dozen. 48¢

**Bargains in Ready-to-Wear Garments**

Tailor-made Covert Jackets, values to $20.00, at ..... $10.75
Silk Eton Jackets, values to $15.00, at $10.50
$45.00, $50.00 and $60.00 Novelty Tailor-made Suits ..... $33.75
$12.00 Silk Petticoats at ..... $6.95
$7.50 and $8.50 Walking Skirts ..... $4.85
$3.50 White Lingerie Waists ..... $2.29
$7.50 White Silk Waists ..... $4.95

**Bargains in Dress Goods**

50c English Mohair Brilliantines ..... 39¢
$1.25 Queen Gray Dress Goods ..... 98¢
$1.75 and $2 Queen Gray Dress Goods ..... $1.39
50c All Wool Albatross and Nun's Veiling ..... 39¢
Grand collection of $1 Cream Dress Goods ..... 79¢
60c Black Mohair Sicilians ..... 43¢
$1.25 Lupino Black French Voile ..... 89¢
$1.25 and $1.50 Black Dress Goods ..... 97¢

**5000 Pictures, real val. 60c, 75c, $1 and $1.25 at 18c**

**Only Cut-Rate Drugstore in Portland**

**We Sell Everything at Cut Prices**

All Patent Medicines, Plasters, Salves, Pills, Liniments, Tablets, Salts, Waters and Household Drugs at **LESS THAN DRUGSTORE PRICES.** Try us once—you'll come again.

**Sale of Flowers**

Monday we place on sale at our Millinery Sundry Counter a great assortment of Flowers, including roses, lilacs, poppies, marguerites and numerous other flowers that are now quite the thing for trimming the Summer Hat; exceptional values at ..... 39¢

**Silk Bargains**

2500 yards guaranteed black chiffon finish Taffeta, suitable for suit and outer-garments; best 85c quality, at the extremely low price of, per yard ..... 73¢
1500 yards 24-inch-wide guaranteed black Taffeta; regular $1.10 quality, at, per yard ..... 79¢
5000 yards high-class fancy Silk, all this season's best styles; values to $1.25 at, special ..... 85¢

**Notion Store**

Eight styles of pretty Shell Back Combs, with heavy backs and heavy teeth; regular 35c; special ..... 24¢
Hook-on Hose Supporters, in sky, cardinal, pink, black and white; satin pad, twilled elastic, fancy buckles; special ..... 27¢

**May Sale of Curtains**

Newest Cluny, Renaissance, Irish Point, Battenberg, Nottingham and Cable Net Lace Curtains; all at reduced prices.

| | | | |
|---|---|---|---|
| $1.25 Curtains | 98c | $4.00 Curtains | $3.15 |
| $1.50 Curtains | $1.15 | $5.00 Curtains | $3.89 |
| $2.00 Curtains | $1.53 | $6.00 Curtains | $4.68 |
| $2.50 Curtains | $1.98 | $7.50 Curtains | $5.98 |
| $3.00 Curtains | $2.33 | $10.00 Curtains | $7.89 |
| | | $11.00 Curtains | $8.68 |

**Jewelry Store**

The Vogue for mounted Back Combs is firmly fixed by the Hat Styles. We have an immense assortment of mounted combs, in rose, gold, filigree and stone sets.
Today we show a very attractive assortment of Mounted Combs, the regular values 90c, $1.00 to $1.25. Special ..... 59¢
Have you seen the new Golf Shirt Pin for men and women? It's proper; it's English. Price ..... 75¢
Today a special in popular Pearl Collar Supporters; screw tops, regular 50c. Special ..... 35¢
Pretty new gold plated Hair Barettes in a variety of stylish patterns, 35c, 50c and ..... 75¢

**Stout Women's Convention**

**Beginning Today, Monday, May 7**

For One Week, for the Purpose of Demonstrating the Great Merits of the

**New Nemo Self-Reducing Corset**

**Morning Oregonian.**

**Coupon Free Yellowstone Park Trip**

(NATION'S WONDERLAND)

ALONG THE COLUMBIA RIVER, THROUGH BOISE AND SALT LAKE, VIA O. R. & N.

One Vote for .....

THIS COUPON MUST BE VOTED ON OR BEFORE MAY 14, 1906