BROWNSON'S ACT TERMED CHILDISH

Metcalf Makes Public Roosevelt's Letter Touching on Naval Controversy.

REBUKED BY PRESIDENT

Difference of Opinion Possible, but Admiral's Resignation Impertinent and Dangerous to Loyalty Among Fellow Officers.

WASHINGTON, Jan. 5.—President Roosevelt's attitude on the command of hospital ships in the Navy, which resulted in the resignation of Rear-Admiral William H. Brownson, and incidentally some caustic observations on that incident, and the controversies among the naval officers and their adherents as to details of naval construction and methods of training, were made known today when Secretary Metcalf gave to the press two letters from him on the subject.

In the first, Roosevelt condemns in unmeasured terms Admiral Brownson, for declaring it to be unseemly and improper. The question upon which Brownson took issue with the Navy Department the President declares is one on which there can be entirely legitimate differences of opinion, but he adds:

"There is no room for difference of opinion as to the gross impropriety of the Admiral's conduct in resigning sooner than carry out the orders of his superior officers in such a matter. The officers of the Navy must remember that it is not merely childish but in the highest degree reprehensible to permit personal pique, wounded vanity, or factional feeling on behalf of some particular bureau or organization to render them disloyal to the interests of the Navy and therefore of the country as a whole."

Rebukes Sensation Mongers.

Regarding the controversies in the Navy, the President admits there always was and always will be defects, both in the construction of the ships and in the organization of the department, and in the actual drill of the fleet. It is well, he says, that these defects be pointed out, but it is also well that they should be pointed out without exaggeration or malicious untruthfulness. He scathingly rebukes those guilty of exploiting them in grossly exaggerated form, in the fancied interest of an individual or clique of individuals, or for the sake of supplying sensational material to the newspapers. Because of so much misrepresentation and exaggeration, the President has asked Secretary Metcalf for a statement of the exact facts concerning which there have been hot disputes, desiring particularly the opinion of Admiral Converse, formerly Chief of the Navigation Bureau, who, because of his high professional attainments and standard of conduct and duty, the President considers peculiarly fitted to give judgment. The letter to Secretary Metcalf regarding the retirement of Admiral Brownson and the controversies is as follows:

Brownson's Action Unseemly.

THE WHITE HOUSE, Washington, Jan. 1, 1908.—The Secretary of the Navy: In accordance with our conversation of today, Captain Pillsbury will be appointed Chief of the Bureau of Navigation.

The action of the late Chief of the Navigation Bureau, Rear-Admiral Brownson, in tendering his resignation because he did not agree with the President and the Department regarding an order issued before he came into the bureau, by the Secretary of the Navy, as to the control of the hospital ships, was unseemly and improper. Coupled with the various controversies among the officers of the Navy and their adherents, as to details of naval construction and methods of training, this conduct has undoubtedly been prejudicial to the interests of the Navy, and may seriously impair confidence in the Navy, which is essential to secure the legislation so sorely needed by the Navy.

The way in which these controversies has been carried out is highly injurious to the service, whether the criticisms are made openly or covertly over the signatures of the naval officers, or by civilians who have evidently gained the information from naval officers. There always are and always will be defects in the construction of ships and in the organization of the department, and in the actual drill of the fleet.

It is well that these defects should be pointed out, but it is also well that they should be pointed out without hysterical exaggeration or malicious untruthfulness, and it is of course reprehensible in the highest degree to exploit these defects in grossly exaggerated form in the fancied interest of an individual or clique of individuals or for the sake of supplying sensational material to some newspaper.

Such Conduct Deserves Rebuke.

The officers of the Navy who are guilty of such conduct deserve grave rebuke. They cast grave discredit upon the service and their conduct is deeply mortifying to every patriotic American who believes in the Navy and is anxious to uphold its interests and honor. There has been so much misrepresentation that I desire you to make me a statement of the exact facts concerning which there has been dispute. In particular, I desire you to get the opinion of Admiral Converse, who until last Spring was Chief of the Bureau of Navigation, and whose high professional standard of conduct and duty and high professional knowledge and attainments render him peculiarly fit to give judgment.

I would willingly pass over the conduct of Admiral Brownson because of his fine service in the past, if it were not that at a time when a new chief is chosen to succeed him it becomes imperative to stamp with disapproval the behavior which, if followed throughout the Navy generally, would literally ruin the Navy's efficiency. The question as to whether Admiral Brownson took issue with the Department I will deal with in a separate letter.

It is one as to which there can be entirely legitimate differences of opinion, although in my judgment the consideration in favor of the course decided upon is overwhelming. But there is no room for difference of opinion as to the gross impropriety of the Admiral's conduct in resigning sooner than carry out the orders of his superior officers in such a matter. The officers of the Navy must remember that it is not merely childish, but in the highest degree reprehensible, to permit personal pique, wounded vanity, or factional feeling on behalf of some particular bureau to render them disloyal to the interests of the Navy and therefore of the country as a whole.

There Must Be Discipline.

The question whether one officer or another should command a ship is of little consequence, compared with the weakening of all command and discipline which would result if officers were to refuse to serve when their tempers are ruffled by adverse decisions on the part of their superiors. Their sole concern should be the good of the service and, save only the lack of courage in actual warfare, obedience and loyalty are the most essential qualities in keeping the service up to the highest standard. The different bureaus of the Department, the different branches of the service, must act in co-operation and the questions that arise between them must be settled by the authority of the Secretary of the Navy and of the President under and in accordance with the law enacted by Congress; and the first duty of every officer, whether of the line, of the pay department, or of the medical department, or of the construction department, whether in one bureau or another, is to give immediate and loyal obedience to every lawful command of a superior, and of course, above all, to the law itself. This duty is incumbent upon all, but it is most incumbent upon those high in rank, whose example may be of far-reaching effect.

THEODORE ROOSEVELT.

The President's second letter to Secretary Metcalf is an argument to sustain his opinion as to the assignment of officers to command hospital ships.

President's Ord Stands.

The letter says:

Your predecessor in the Navy Department, in December, 1906, directed that hospital ships should be treated as floating hospitals and that such ship should therefore be placed under the command of a medical officer, the navigation being controlled by a competent sailing officer. This order was issued after the most careful consideration, by the Secretary of the Navy, and by the President, of all the reasons that could be adduced for and against it.

The case has now been reopened. The Secretary of the Navy and the President have again listened to and considered all the reasons that could be adduced against putting the order into effect. After the fullest consideration, I have determined that the order is right. It is hereby confirmed.

The hospital ships of the Navy will hereafter, unless otherwise directed by Congress, be placed under the control and command of medical officers of the Navy, their navigation being exclusively controlled by a competent sailing-master and crews, the sailing-master having the complete responsibility for everything connected with the navigation of the ship. Such ship is merely a floating hospital. The hospital ship now in question, the Relief, has already been used by the United States Army as such. It has been commanded by a medical officer with a sailing-master under him. This arrangement has worked well and it is preposterous to suppose that it will not work as well under a medical officer of the Navy, as under a medical officer of the Army.

President Advances Reasons.

The President cites the experience of foreign navies, as well as that of the United States, as proving the wisdom of the order issued. The absurdity of permitting a line officer to command a hospital ship was shown, the President says, in the case of the United States hospital ship Solace, during the war with Spain, when the line officer in command actually attempted to put in a claim for prize-money for the part the Solace took in the capture of Adula, with the Solace flying the Red Cross flag and professing neutrality. On another occasion the Solace interfered with the passage of a schooner in the old Bahama Channel, so that the United States torpedo-boats near by could board and investigate her.

On yet another occasion, but for the vigilance of the medical officers aboard her, the Solace would have carried armed men from New York to Cuba. Her senior medical officer reported the violation of neutrality to the Navy Department and the ship was recalled after passing through the Narrows and the armed men removed.

Only Possible System.

The President closes his letter by saying:

Hospital ships afloat should no more be under the command of the line officers than regiments or warships should be under the command of surgeons; one kind of appointment is quite as inappropriate as is the other. Hospital ships should be maintained in time of peace exactly under the same conditions as in times of war. The system has been tried in the Army and tried in foreign navies and has worked without a hitch. It is the only system that should be tolerated, and if it fails to work well this failure can only be due to lack of desire to have it work well on the ships concerned. Unless Congress provides otherwise, the practice in the Navy will be similar to that now observed in the Army. In the Army the hospital ship is rated as a general hospital, under Article 1467, reading as follows: "General hospital ship will be under the exclusive control of the Surgeon-General and will be governed by such regulations as the Secretary of War may prescribe. The Senior Surgeon will command the same."

Brownson Says Nothing.

Admiral Brownson was shown the President's letter today by a representative of the Associated Press and asked if he was at liberty to say something in his own behalf.

"Not a word," he retorted promptly, and this attitude he maintained to all inquiries as to his views.

Admiral Brownson has consistently declined to say anything for publication in the whole matter.

The Admiral left this afternoon for a duck-shooting trip to South Carolina.

KILLED ON HIS LAST TRIP

Rio Grande Engineer Meets Death in Freight Wreck.

SALT LAKE CITY, Jan. 5.—In a freight wreck near Thistle Junction, on the Rio Grande Western, today, Herbert W. Fletcher, engineer, was killed and Fireman Ernest Frederickson injured. Fletcher was making his last trip before going to Virginia to visit his parents, whom he had not seen for 20 years. The engine he was driving ran into the rear of the first section of the freight.

FIRST SKATING FATALITIES

Two Boys and Man Who Attempt Rescue in New York.

NEW YORK, Jan. 5.—The first day of ice-skating in this vicinity was marked by the drowning of two boys, John and William Stecker, and a man who tried to save them, at Jamaica, L. I., today.

TARIFF AN ISSUE

Trusts and Railroads, Too, Says Mr. Bryan.

WILL ACCEPT NOMINATION

Democratic Leader Talks in Kansas City—Says Leading Issue of the Coming Campaign Has Not Yet Been Determined.

KANSAS CITY, Jan. 5.—In an interview here tonight William J. Bryan said that the trusts, the tariff and railroad regulation would be the paramount issues in the campaign of 1908. Mr. Bryan said it was impossible to determine at this time what the one paramount issue would be.

On the way from Texarkana, Tex., to Lincoln, Mr. Bryan was in this city an hour tonight. He said:

"The tariff question is certain to be a prominent issue. There are three economic questions which seem likely to divide attention—the trusts, the tariff and the question of railroad regulation. The students of these problems differ as to their relative importance. They all present the same fundamental issue, namely, whether the Government shall be conducted in the interest of a few favorites or in the interest of the whole people."

"How do you find the sentiment in regard to proposed Federal guaranty of bank deposits?"

"Sentiment in favor of it is growing very rapidly," said Mr. Bryan. "Oklahoma has already established the system and the Governors of Nebraska, Kansas and Texas are being urged to call special sessions for the purpose of inaugurating the system in their respective states. I hope the present Congress will apply the system to National banks."

Asked if he was a candidate for President, Mr. Bryan replied that if he is nominated he would run.

Mr. Bryan will speak at Omaha tomorrow night.

FREEZE TO DEATH IN WELL

Victim of Eltopia Tragedy Recovered After 60 Hours.

ELTOPIA, Wash., Jan. 5.—(Special.)—The body of John Hager, one of the victims of the Eltopia well tragedy, was removed at 11 o'clock this evening, the rescuers having worked for 60 hours. His head and shoulders were first discovered this morning under a quantity of curbing. It was found necessary to remove this by the means of a chisel and hammer, and that together with running gravel consumed the entire day in removing the body. It is believed both men froze to death. The body of Harry Joyce will not be reached before tomorrow.

It is thought that these men would have survived had it not been for a cold draft of air which circulated through the well and keeps the atmosphere continuously below the freezing point.

"LITTLE EGYPT" IS DEAD

New York Police Investigating Mysterious Circumstances.

NEW YORK, Jan. 5.—Catherine Devine, known on the burlesque stage as "Little Egypt," and who, according to her friends, was one of the dancers at the Seeley dinner at Sherry's which was raided by the police some years ago, was found dead in her apartment under somewhat mysterious circumstances today. The body lay in bed and bore several bruises. It is thought possible, however, that death was due to natural causes. The police are investigating.

BOIES MAY YET RECOVER

Encouraging Reports From Bedside of Sick Man.

EL PASO, Tex., Jan. 5.—Reports from the bedside of ex-Governor Horace Boies, who is ill at Providence Hospital here with pneumonia, are encouraging.

Dr. Henry F. Hoyt, the attending physician, at midnight issued the following statement:

"Governor Boies' condition shows a marked improvement, and he is now resting easy. In the last few hours he has gained considerably in strength."

Fought at Majuba Hill.

BUFFALO, Jan. 5.—John Cautley, a retired British army officer, was struck by a trolley-car today and died in a hospital a half hour later. He was 56 years old and was born in Cambridge, England. He was a lieutenant colonel in the Royal West Kent regiment and saw service in India, the Gordon relief expedition and at Majuba Hill.

HARDEN CASE NOT ENDED

German Editor Says Von Moltke's Glorification Will Be Short-Lived.

BERLIN, Jan. 5.—In a newspaper interview, Maximilian Harden, who recently was sentenced to four months' imprisonment for libeling Count Von Moltke, says that the case is by no means ended. He expresses the conviction that the eventual result will be more disastrous to Von Moltke than for him.

"The glorification of Von Moltke cannot last," he adds, "and the inevitable reaction will be in my favor."

ONE FRANC FOR THE INSULT

Prince Helie de Sagan Files Suit Against Count Boni.

PARIS, Jan. 5.—In fulfillment of his promise announced on Friday, Prince Helie de Sagan has filed a suit on the ground of assault against Count Boni de Castellane in the Criminal Court, asking one franc damages. The action will be taken up January 21.

Shoots Himself on Train.

SALT LAKE CITY, Utah, Jan. 5.—A special to the Tribune from Battle Mountain, Nev., says that T. O. Newman, a business man of Butte, Mont., shot and killed himself on a Southern Pacific train today. He was temporarily insane.

BOYS NEAR CAUSE WRECK

Place Obstruction on Track That Caused Apprehension.

SALEM, Or., Jan. 5.—(Special.)—After arresting four men on suspicion of being responsible for the placing of an iron nut on the railroad track at the fair grounds yesterday, the officers learned today that the offense was committed by two young boys, aged 11 and 13 years.

The officers think the boys are not of malicious disposition and did not realize that the obstruction would have caused a wreck if the passenger train had struck it. For this reason the boys will not be prosecuted. Detective Reilley, of the Southern Pacific, thinks that many acts of this kind could be avoided if parents would caution their children against placing anything on the railroad track or meddling with switches.

FULTON TELLS OF LETTER

(Continued from First Page.)

matter as strictly confidential, but I have not written to any others, and I tell you frankly it is not good policy to do so, for the reason that I believe that the result would injure your cause, and this is the opinion of Senator Fulton, and I can assure you we are both anxious to discharge in some proper way the great obligation we are both under to you.

I have received your several dispatches since Hall left Portland, and since he arrived here, and both Senator Fulton and myself have done everything in our power to protect you and also Campbell, who is also under the ban of Greene and others, as we learn to our great surprise and regret, and without going into particulars, I think we have been able to so arrange matters as to protect you both.

Of course, friend Brownell, this letter is to you in the strictest confidence. The best way for the present is to drop all talk as it stands for the present. Both Fulton and I have, in order to fully protect your interests, gone very much further in a certain direction than we ever supposed we would. I cannot explain fully to you until I see you, just what I mean. Hall leaves this evening for home. My advice would be for you to say nothing to him whatever, unless he says something to you. Just let the matter rest, and drift for the present. This is all-important.

Personally I would very much like to see you come to Congress, but, as I said before, I am sure your interests would not be advanced in that direction by anything I can do in the way of writing letters at this particular time. It is better for both Fulton and I not to do anything to drive from us men that we are under obligations to and their friends, other than yourself, so that when the proper time comes we may be able to exercise an influence in some way for your benefit.

Think over this matter carefully, and then let me know what you think of it. Hoping that this may find you and family in good health, believe me, faithfully and sincerely your friend.

(Signed) JOHN H. MITCHELL.

P. S. I return Hofer's letter.

I have read the above and fully concur in it.

(Signed) C. W. FULTON.

Trade Is Falling Off.

LONDON, Jan. 5.—Showing the effects of the American financial stringency on trade with Great Britain, the exports from the consular district of Huddersfield to the United States for the last quarter of last year amounted in value only to $225,000, as compared with $430,000 for the same period in 1906. The total decrease in exports for the year amounts to about $250,000 for that district. The trade with the United States has been constantly diminishing in recent years.

January Clearance Sale and White Carnival

Goods Reduced In Every Department

Established 1850—FIFTY-SEVEN YEARS IN BUSINESS—Established 1850

Lipman, Wolfe & Co.

Good Merchandise Only—Quality Considered Our Prices Are Always the Lowest

DISAGREE WITH MINISTER

SOCIALISTS HAVE NO USE FOR PROHIBITION.

When Divine Announces Abstinence Is Cure for Poverty, Audience Hoots Him Off the Stage.

SEATTLE, Wash., Jan. 5.—(Special.)—Methodist Protestant minister, Rev. W. M. Kellogg, who attempted to talk prohibition at a Socialist meeting tonight was hooted off the stage by the audience, and left the hall followed by laughs and jeers. He went to the Sunday night meeting held by the Titus wing of the Socialist party, and requested that he be given an opportunity to address the audience on a cure for poverty. He was given five minutes.

The minister got along all rgiht for about half a minute, when he declared that prohibition was a certain cure for poverty. A hiss arose in the audience that soon grew into a volume of gibes, catcalls, groans and laughter. The minister proceeded under fire from the mockers for a moment and then left the hall.

JERICHO PLAN GETS MONEY

Spokane Pastor Raises $25,000 for New Church Building.

SPOKANE, Wash., Jan. 5.—(Special.)—By what he styles a "Jericho Campaign," Rev. Everett Merrill Hill, pastor of the Jefferson-Street Methodist Episcopal Church, raised $25,000 tonight for the purpose of building a new church. He inaugurated a campaign for funds on a plan inspired by the biblical account of the capture of the City of Jericho by Joshua, whose band of Israelites, by command of God, marched around the city once a day for six days, and on the seventh, seven times, at the conclusion of which parading the walls fell.

Prayer meetings were substituted for marches.

FRUITMEN HAVE MEETING

Gather at Eugene From Many Directions to Discuss Fruit.

EUGENE, Or., Jan. 5.—(Special.)—The most successful meeting of fruitgrowers in the history of Eugene was held at the Courthouse this afternoon and evening, under the auspices of the Lane County Horticultural Society and the Eugene Commercial Club. Among the speakers, who were met at the depot and escorted to the Courthouse by the Eugene band, were Wilbur K. Newell, president of the State Board of Horticulture; H. M. Williamson, secretary of the Board; Professor Claude I. Lewis, of the Oregon Agricultural College, and E. H. Shepherd, editor of Better Fruit. Lane County Fruit Inspector J. Beebe and Professor Albert Sweetser, of the University of Oregon, also spoke. Dr. D. A. Paine presided at both meetings, and gave the opening address.

The Courthouse was filled at both meetings, and business and professional men joined in the meeting. One most instructive feature was the answers to questions asked on all phases of fruit-raising. The addresses covered the territory of the Willamette Valley in general and Lane County in particular, and the discussions tended toward the thorough organization here of those interested in fruit-raising.

DIES AFTER SALOON ROW

Klamath Falls Man Succumbs to Injury—Assailants Held.

KLAMATH FALLS, Or., Jan. 5.—(Special.)—James M. Johnson died at an early hour this morning as the result of an injury received in a row in a saloon Christmas eve.

Peter Petersteiner and Frank Corpron, placed under bonds several days ago charged with assault, were taken into custody today by the sheriff and are held pending the verdict at the Corner's inquest tomorrow.

LEMP BREWERY SCORCHED

Fire in Warehouses Does Damage to Extent of $100,000.

ST. LOUIS, Jan. 5.—Two large buildings constructed by the William J. Lemp Brewing Company as icehouses, but utilized as warehouses, burned early today, entailing a loss estimated at $100,000. Both buildings were filled with new bottles and packing materials. The fire was confined to the two buildings and did not spread into the plant.

THE DAY'S DEATH RECORD

Mother of Franklin K. Lane.

WASHINGTON, Jan. 5.—Word has been received here of the death today in San Francisco of Mrs. C. M. Lane, mother of Franklin K. Lane, a member of the Interstate Commerce Commission. Mrs. Lane was 70 years old.

William H. Fairbank.

WARREN, Mass., Jan. 5.—William H. Fairbank, formerly Massachusetts commissioner to the Portland, Or., Exposition, more recently commissioner from this state to the Jamestown Exposition, died today at his home here, aged 71 years.

PERSONAL MENTION.

Mrs. Elizabeth B. Spencer has returned to Portland after visiting friends in San Francisco for two months. Mrs. Spencer is a guest at the Portland Hotel.

Mrs. Charles Scadding, wife of the Episcopal bishop of Oregon, has been confined to her room with a severe attack of the grip since her return from the East on Christmas eve.

Look at Rosenthal's windows and get busy.

AT THE HOTELS.

The Portland—Frank Purcell and wife, New York; N. B. Taylor, Seattle; D. A. Allison, Minneapolis; E. M. White, Victoria; C. W. Rawlings, Chicago; Maude M. Houle, Spokane; E. B. Bertz, F. L. Smith, San Francisco; J. G. Cummings and wife, Cranesville; H. A. Biddle, San Francisco; R. E. Parr, Chicago; H. Y. Deyo, Alaska; L. Loeser, D. Frehman, New York; Charles Zeimer, San Francisco; W. S. Davis, Mrs. Louisa F. Davis, Boise; E. F. Chase, Seattle; J. B. Fike, Chicago; W. F. Cole and wife, city; Fred Herman, Seattle; H. Hamburger, Pocatello; Meyer Jacob and wife, Tacoma; F. E. King and wife and baby, Cranbrook; John C. Stallcup, Tacoma; O. M. Kellogg and wife, Hoquiam; W. L. Church, Boston; E. S. Collins, Ostrander; N. Y. Sullivan, E. H. Temple, San Francisco; William Deans, Denver; W. R. Scott, Chicago; S. I. Foster, U. S. A.

The Oregon—B. Gatewood, Seattle; Mrs. T. Ballen, H. L. Parker, Astoria; H. J. Waggoner, Chicago; James Miller, San Francisco; W. E. Welch, Rainier; C. H. Bowen, Seattle; C. Hartford, Los Angeles; C. E. Nicholson, John McMann, Forest Grove; J. F. Hamilton, Astoria; George P. Alexander, New York; William J. Maas, San Francisco; J. H. Dunlap, Cascade Locks; W. G. King, Seattle; G. W. Collins; J. V. Rankin, C. S. Tenant and wife, San Francisco; O. W. Dunn, Stanford University; Miss A. Brooks, Miss S. Brooks, Olive C. Waller, Trimble; J. W. McFall, Stella McFall, Shoshone; Joe Barney and wife, Arlington; J. S. Miller, San Francisco; J. H. Middlebrook, Seattle; Fay Hill, Corvallis; E. W. Rugg, Bellingham; G. B. Milloy and wife, Scappoose; Harriet Lawrence, Louise McDonald, Mr. and Mrs. H. Griffith, New York; J. B. Chambers, E. F. Gilman, Seattle; Dr. C. C. Warner, Midvale; R. E. Marsh, G. R. Cross, Berkeley; D. Nayberger, McMinnville; W. W. Jackson, Tacoma; Joseph T. Peters, The Dalles; R. F. Rober, Tacoma; R. C. Bishop, Spokane; Miss McKinley, Aberdeen; E. B. Hawley, Hoquiam; Walter M. Pierce, Hot Lake; W. A. Nichols and wife, New York; Mrs. B. L. Bagot, Eugene; B. Wapner, Seattle; Mrs. Crimmons, Portland; J. Swensen, Astoria.

The Imperial Hotel—Gus Adelsperger, Coos Bay; W. G. Bangs, Spokane; Lewis McMullen, Coos Bay; H. W. Wren, Roy; W. J. Furnish, Pendleton; C. A. Davolt, Colton; Kate Moore, Rilla Thomson, Echo; Naomi Williamson, LaGrande; C. W. Whirlfield, city; H. J. Eberly, F. N. Fox, R. C. Day, LaGrande; D. S. Thomson, Echo; John D. Clark, Jackson; Mr. and Mrs. Kuren, Butte; J. C. Cottingham, S. F.; P. A. Stover, Salem; J. A. Consedine, Morgan, Ala.; W. H. Wehrung, Hillsboro; Mrs. L. Durrinac and daughter, Sheridan; F. A. Stetson, Colfax; C. Carlson, Seattle; I. H. Bingham, Eugene; J. S. Dellinger, Astoria; C. O. Boyer, Salem; Mrs. W. C. Moore, E. Mitchell, Vancouver, B. C.; A. Mortin, Centralia; C. A. VanDran, Albany; T. B. Kay, Salem; Joe Marsh, Lee Bohemer, Wasco; C. A. Buckley and wife, H. W. Buckley, Grass Valley; J. F. Reilly, city; H. Rooper, J. Rooper, Antelope; E. V. Johnson, Cambridge, Idaho; H. E. Perkins, Baker City; J. A. Branson, E. T. Davis, Corvallis; R. H. Lane, Livingston; R. Mothshaw and wife, Vancouver, B. C.; F. W. Moore, Centralia; H. R. Nehrbar, Independence; E. F. Hoover, Mart Scrafford, Monmouth; A. L. Headrick, Salem; W. J. Hills, Seattle; S. Connor, Montesano; C. T. Phillips, 1900; Mrs. E. Williams, Wyoming; S. W. McFarland, Chicago; H. E. Armstrong and wife, Cathlamet; John Waterhouse, Clatsop.

The Perkins—S. V. Statts, The Dalles; D. B. Hutchins, Seattle; Albert Vizinger, A. Johnson, C. L. Minkler, city; Charles Rider, Oregon City; C. Whipfield, city; J. S. Roble, Kelso; Edward Murphy and wife, Dallas; H. C. Warskiki, V. M. Bullard, Dallas; John Britt, Duluth; G. M. Jeffery, Detroit; C. M. Irvin, Independence; C. N. Elliott, Seattle; Charles E. Howes, Vancouver; C. H. Meyers, San Francisco; M. Phillips, Astoria; Joe Walker, James Carson, city; Charles I. Andrews, St. John; F. W. Tenny and wife, Walla Walla; Dr. S. P. Smith, Cando; Manda Walker, Lyleton; W. H. Staas and wife, Bend; J. A. Robertson, Hood River; E. E. Steel, Starbuck; O. F. Laindon, Chehalis; H. G. Kinzer and wife, Seattle; John M. Crofoot, Bellingham; J. W. McFall, Stella McFall, Shoshone; J. C. Prohoeck and wife, city; Percy Long, The Dalles; W. E. Burdett and wife, McMinnville; P. E. Thompson, city; Charles Dunbar, Astoria; Charles A. Barton, city; R. E. Dunlap, Anshier; A. Brandenberg, Baker City; H. C. Richardson, Okanogan; W. R. Dilley, Little Falls; Herman Nelson and wife, Dayton; J. Brandt, Seattle; C. S. Dow, Astoria; Fannie M. Fisher, H. Z. Thorp, Mary Murdock, Dora Murdock, Monmouth; Miss C. A. Akers, Wasco; N. Neuby, Hoquiam; O. B. Aagaard, La Center; W. Mess, Orilla; George Weikel, wife and daughter, Mrs. Fred Parker, E. J. Chambers, North Yakima; P. Drzen, Cora McIntosh and daughter, Jack Stillman, M. Coalman, Chehalis; H. D. Bregg, Centralia; James Thom and wife, Dayton; Mrs. J. R. Calder, Montrose; C. A. Pondney, Harry Hord, L. McDonald, Aberdeen; Fred Newell, H. Andrews, A. B. Lowe, Hixon; T. F. Wheaton, Alma Center; R. E. Simmons, Condon.

The St. Charles—Bert Someal, city; T. R. Welch, Spokane; D. C. Bryden, city; Lee McClellan, G. C. Seatton, Elma; W. H. Sales and wife, C. T. Welch, city; W. F. Heitmon, Corbett; N. McKenzie, city; Mrs. W. Gloner and family, Gold Hill; A. Blone and wife, Seattle; E. Rynneng, H. E. Roberts, Tacoma; A. E. Manley, Boise; William Lloyd, Skamokawa; I. G. Wikstrom, Scappoose; D. A. Robertson, Toledo; Y. Seigle, Salem; E. Blackburn, Mist; J. Carson and wife, Silverton; George Myers, Ione; H. M. Noder, Wasco; Mrs. E. P. Newton and children, South Bend; H. A. Burnside, Castle Rock; F. W. Mackmoal and wife, Tacoma; L. Crane, A. W. Crane, Tacoma; J. C. Frost, Kelso; A. J. Knight, F. H. Kendall, Canby; W. C. Adams, Hood River; Henry A. Latturell, W. S. James, Latourell Falls; Wallace Wilson, Hillsboro, Jack M. Miller, Vancouver; J. T. Welsh, Salem; K. P. Loop, McMinnville; Tennran Deronu, Salt Lake City; F. A. Fecksat, San Francisco; A. B. Jensalle, Goldendale; A. Gant, Woodland; W. E. Bebban, Salem; A. Williams, city; G. A. Warren, Cliffs; Raymond Howell, Sovies Island; A. Lesunax, Corbett; M. Foster, city.

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INTERIOR MANUAL TRAINING DEPARTMENT, ASHLAND NORMAL.

ASHLAND, Or., Jan. 4.—(Special.)—The picture herewith shows the new manual training department equipped and working at the State Normal School at Ashland. The department is in charge of H. H. Wardrip, formerly connected with the California State Normal at San Jose. He is also director of physical culture and has several large classes among the Normal students.

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