TAFT WOULD OPEN GATES FOR JAPS

He Would Annul Restrictions on Coolies Entering the United States.

NEW TREATY IS PROPOSED

Agreement May Be Submitted This Session, but Pacific Coast Senators Are Likely to Prevent Ratification by Talk.

WASHINGTON, D. C., Jan. 26.—(Special.)—Information has been obtained by the New York Times correspondent from various thoroughly trustworthy sources to the effect that this Government has determined to give the Government of Japan a striking proof of its cordiality and good will by taking up for immediate action the matter of negotiating a new treaty to replace the treaty of commerce and navigation now in force between the two countries, which would expire by limitation on July 17, 1912.

It is furthermore the decision of the Government to wipid to the request of Japan that the paragraph of article 2 of the existing treaty which specifically exempts from the stipulations of the treaty "the laws, ordinances and regulations with regard to trade, the immigration of laborers, police and public security which are in force or which may hereafter be enacted in either of the two countries," shall not appear in the new treaty.

On both these points the present attitude of the American Government is not only strongly conciliatory to Japan, but it is a reversal of the attitude that has been maintained up to within a comparatively short time. The preliminary exchange of views has been going on for some little time, and it is the hope of both Governments to have the matter concluded in time for action by the Senate at this session.

In view, however, of the concession to Japan in regard to the elimination of the provision regarding the immigration of laborers, it is problematical whether such a treaty can be ratified by the Senate at this session.

Such a concession to Japan by the Government is certain to encounter decided opposition on the part of the Senators from the Pacific Coast and, while they might not be able to muster the votes necessary to prevent ratification, they could easily prevent the matter from coming to a vote at all by insisting on their right to discuss it at length.

VETERAN JEWEL BESTOWED

Oddfellows at The Dalles Honored With Decorations.

THE DALLES, Or., Jan. 26.—(Special.)—Fourteen members of Columbia Lodge of Odd Fellows received the veterans' jewel at the lodge meeting last night. Dr. O. D. Doane had received the decoration in 1903. The following received the honor: Ex-Governor Moody, Salem, February 11, 1857; Richard Graham, Los Angeles, April 14, 1866; George Ruch, The Dalles, November 16, 1866; H. T. Blakeney, Baker City, September 4, 1868; I. C. Nickelsen, The Dalles, February 4, 1870; I. J. Norman, Drew, Or., March 24, 1872; William S. Worseley, Svenson, Or., February 12, 1874; H. C. Nielsen, The Dalles, December 9, 1874; Morris Wise, Portland, May 28, 1875; Harry Clough, The Dalles, January 25, 1876; Emanuel Beck, Portland, May 2, 1879; J. W. Thomas, Oswego, Or., October 17, 1884; Ben Viaumauer, Portland, October 24, 1884; C. J. Crandall, The Dalles, October 16, 1885.

About 125 were present at the session. This lodge is the oldest secret order in the city, having been organized November 1, 1856. The veterans' jewel is presented to those who have been members of the order 25 years or more.

LET US DEVELOP—DAWES

Banker Opposes Federal Regulation of Railroad Securities.

CHICAGO, Jan. 26.—A protest against what he called "government interference in the capitalization of railroads" was made by Charles Dawes, president of the Central Trust Company of Illinois, in the hearing today before the Railroad Securities Commission.

Mr. Dawes said that while he favored Government regulation of general utility corporations, he opposed a control that would discourage development. That restricting dividends resulted in impaired service to the public, he said, had been shown in Massachusetts. In that state, he asserted, the gas companies had not shown the progress made by companies in other states. The same lack of progress would result to railroads if Congress attempted to control their dividends, in the opinion of the witness.

As to rate-making, he said, since one railroad alone had numerous kinds of rates, he did not see how any one body was going to fix all the rates of all railroads.

BLOW DEALT AT DIVORCE

Reno Judge Holds Six Months Residence Must Be Genuine.

RENO, Nev., Jan. 26.—In granting the motion for nonsuit for want of jurisdiction in the case of Sarah Catherine Ford, of Morristown, N. J., against Milton Ford, her husband, in an action for divorce on the ground of desertion, Judge John S. Orr, of the District Court, yesterday drew more sharply than ever before the lines which mark what constitutes a residence for the divorce courts. Judge Orr in his decision states that the plaintiff left New York, and on her arrival here decided to file a complaint asking for divorce, that she acquired no property and lived in an apartment-house. It states that the plaintiff has a home in Morristown, N. J. She filed the complaint six months and six days after her arrival in Reno.

Seagulls Killed; Man Fined.

HOQUIAM, Wash., Jan. 26.—(Special.)—Mose Freeland was fined $5 and costs in Police Judge Philbrick's Court today for killing two seagulls. Freeland said the gulls invaded his chicken yard and ate up the chicken food.

Man Named for Montesano Office.

OREGONIAN NEWS BUREAU, Washington, Jan. 26.—Representative McCredie today recommended the reappointment of Fremont A. Furr as postmaster at Montesano, Wash.

AMERICAN WIFE OF FOREIGN COUNT, WHO HAS LEG BROKEN TO BE RESET.

COUNTESS DE BEAUFORT.

LEG BROKEN AGAIN

Countess de Beaufort Prefers Pain to Lameness.

SHE RETURNS TO HOSPITAL

Limb Broken Before Separation From Count Does Not Knit Well and She Calls on Surgeons to Do Job Again.

CHICAGO, Jan. 26.—(Special.)—Countess Irma Kilgallen Jacques Alexander Von Murik de Beaufort returned to St. Luke's Hospital today and it is reported that her leg, which was fractured in a mysterious manner just before her separation from her titled husband, was to be broken again by surgeons and reset. The report of a relapse was denied at the hospital.

The second trip of the Countess to the hospital was shrouded with as much mystery as was the first. She rode to the hospital in a large automobile with her father, M. H. Kilgallen, the wealthy steel magnate. Attendants at the hospital admitted that she was a patient, but refused to say what had made it necessary for her to go there.

When asked about the report that the Countess' leg had not been set properly the first time, the hospital attendants were evasive. They finally denied the story.

According to the story in circulation today, the Countess discovered that she was lame as a result of the imperfect knitting of the bones in the broken limb. Rather than be lame for life, she decided to undergo the pain of having the leg broken and reset.

TAFT PROGRAMME HALTED

(Continued from First Page.)

understood to have the approval of the President, while others favored the Dalzell bill. Dalzell, being the ranking member of the ways and means committee, secured the adoption of his bill by the committee, but the influence of the President secured the insertion in it of several of the most important features of the Longworth bill.

There is no certainty that a majority of the House of Representatives will vote for a tariff commission bill. Certain it is that there will be a fight on the floor, but even more certain that there will be a much more bitter fight when the bill goes before the Senate. In fact, if the bill is passed by the House, it probably can not pass the Senate in the short session, because certain Democratic Senators will institute a filibuster, and only a very weak filibuster can prevent a vote being taken this session.

In all probability the most that can be hoped for at the present session is an appropriation of $100,000, which, it is estimated, will keep the present tariff board at work for the next two years. The Republican leaders think they can pass this appropriation, but down in their hearts they know full well they can not pass a tariff commission bill.

Subsidy Bill Seems Doomed.

The President has not made as strong a fight for the ship subsidy bill as for the tariff commission, but he has had a number of conferences with leading Republicans of the Senate and House, and on his suggestion the Gallinger and Humphrey bills have been modified in scope, in the hope of reducing objection and opening the way for favorable action. The fate that awaits this measure, even in its modified form, is a question for speculation. There are votes enough to pass a subsidy bill through the Senate, if the bill can be brought to a vote, but already there has been considerable filibustering, and, if this fight is continued, it may be found necessary to abandon the subsidy bill for the present. Abandonment now means laying the bill aside until the Republicans again have full control of the entire Congress and the Presidency.

There is considerable doubt whether a majority of the House of Representatives, as it is now constituted, would vote for even the modified Humphrey bill. The fear of subsidy advocates is that the Democrats and insurgents will again combine on this measure and, if they do, the bill is dead. There has been no test vote, but the indications are that the bill has a very slender chance of passing the House, even though it may get through the Senate.

The great diversity of opinion on the question of conservation threatens to block all legislation looking to opening up the vast resources of the West that are now tied up in withdrawals. The President is anxious that Congress shall provide some means whereby the public coal lands may be developed on a fair and reasonable basis; he would like to see the question of water power control and development settled by Congress, so that the power sites now withheld from development may be opened to proper use. The phosphate, oil and other valuable public lands, that are today withheld from entry, he would have opened up on some reasonable plan. But it is realized that such an intricate problem can hardly be disposed of by Congress in the brief time that will remain after the appropriation bills and other privileged measures are out of the way. It is almost a sure prediction that all conservation legislation of importance will have to go over to the next Congress, including the bills providing for opening to development the vast coal fields of Alaska.

There are two bills pending affecting the West which stand a good chance of passing if the House rules can be construed so as to allow their consideration; one the Warren bill authorizing the Reclamation Service to sell surplus water from its reservoirs and canals, and the other the Mondell bill, introduced at the request of the President, permitting appeals to the Supreme Court of the District of Columbia from decisions of the Interior Department, and also authorizing the transfer of the Cunningham coal land cases directly to the court for decision.

The report of the Board of Army Engineers shows clearly that the Government, for years to come, will be unable to build extensions to many of the big irrigation projects begun by the Reclamation Service. Yet the Government will have sufficient storage to supply the surplus lands, and could sell this surplus water to irrigation districts or other private concerns, so that they could build distributing systems and bring the additional lands under irrigation. But this can not be done unless the Warren bill passes the House. There are several hundred thousand acres of land in the West that can be irrigated if this law passes.

COAL MINE IS SHUT DOWN

Owners Object to Liability Law and Closing of Street.

MARSHFIELD, Or., Jan. 26.—(Special.)—The Libby coal mine, three miles from Marshfield and owned by the Oregon Coal & Navigation Company, has been closed, after having been operated more than 50 years. It was in former years one of the big sources of employment in this locality. The mine is not worked out. Patrick Hennessey, local representative of the company, said today that the new employers' liability law was one of the several reasons why the mine was closed.

The company also operates the steamer M. F. Plant, plying between Coos Bay and San Francisco, and Mr. Hennessey said that it had not been decided whether the Plant would continue on the run.

The company last year built a $10,000 warehouse and dock at the extreme north end of Front street. For some months past a part of Front street which was not improved was closed by the city. This action, Mr. Hennessey added, was detrimental to the business of the steamer Plant and was another reason why the company decided to shut down the mine.

All of the company's property, including the steamer, the coal mine and about 3000 acres of land adjoining Marshfield, is for sale.

SEASIDE HOUSES ENTERED

Beach Resort Needs Watchman, Declares Portland Man.

SEASIDE, Or., Jan. 26.—(Special.)—Two beach cottages here have been entered this week. That of Mr. Bartob was entered through a rear window. Nothing was taken, but there was a trail of burned matches and of candle drippings throughout the cottage.

The basement of the cottage of Mr. Kennedy was entered, but entrance was not gained to the upstairs, as the door leading to the basement was locked.

Bartch said he wished all Portland property owners would agree to contribute $1 a month to employ a watchman.

QUEEN RETURNS; FIRE IS QUENCHED

Passengers Remain Calm as Crew Fights Flames in Steamer's Hold.

ALL ARE LANDED SAFELY

Desperate Battle With Blaze Continues While Children Slumber in Bunks—Fireboats Complete Subjection of Flames.

SAN FRANCISCO, Jan. 26.—(Special.)—With her bow far down in the water and her engines working under very slowly, the Pacific Coast Steamship Company's steamer Queen arrived in port shortly before 3 o'clock this morning, after narrowly escaping destruction by fire at sea.

Lining her rails and crowding her decks were 97 passengers, including many women and children, who had passed through the trying ordeal of a fire at sea, and yet maintained an indifferent air toward disaster. Passengers dined unconcernedly, while an impromptu concert was given in the saloon.

In the hold, with faces streaked with soot and drenched to the skin with water, the members of the crew of the Queen, headed by Captain George Zeb, fought desperately to extinguish the fire, or at least keep it under control until the fire boats came to their rescue.

Fireboats Swamp Blaze.

After the fire tug David Scannell had come alongside, the men left off working and a stream of water from the tug's battery subdued the flames. Then the crew turned attention to the passengers and saw to it that they were bundled overboard into launches and safely transferred to the shore.

The Queen proceeded up the bay to Mission mudflats, where she remained flooded throughout the day. After the survey by the underwriters a tug with a pumping outfit was put to work at reducing the 18 feet of water in the steamer's forward hold.

From a preliminary survey it has been ascertained that the interior woodwork in the forward part of the ship has been burned and a larger part of the cargo. No estimate of the damage was given by the steamship officials.

Crew Fights Fire Desperately.

It was 5:15 when the fire alarm called the members of the crew and the officers to their stations. The officers gave their attention to the passengers and went about assuring them that there was no danger, and calling upon them to preserve order.

The only way to reach between decks was through the forward hatch and, as the way was blocked yith a large shipment of perishable goods, it was necessary for the seamen to discharge this part of the cargo over the side.

When a way was cleared, Captain Zeb, with a towel bound about his head, descended with the rest of the ship's company and personally directed the work of fighting the blaze. For two hours the men worked in the stifling heat and smoke-filled atmosphere, some of them toppling over and being obliged to seek the open air. When the Norwood and President arrived on the scene in response to the calls of the United Wireless operator, George L. Hayes, the fire was burning briskly and it was feared that the fire-fighters would not get it under control.

Women Cool Amid Danger.

The women passengers showed great presence of mind and coolness, the men of the Queen testify, and many retired for the night while the fire was burning. An instance is cited of Mrs. J. Farquharson, who had inquired as to the safety of those on board and then tucked her little children in their bunks for the night.

Upon the arrival of the Queen four members of the crew were taken ashore for treatment at the Harbor Hospital. They were overcome by smoke, but suffered no serious effects from it.

MAYOR TO OFFER CASH

IDEA OF TRADE WITH RAILROAD IS ABANDONED.

Condemnation of Property Needed for Bridge to Follow if Mr. O'Brien Refuses.

Mayor Simon will today call upon J. P. O'Brien, manager of the Harriman lines in Oregon, and make cash offers for the various pieces of property which the city desires to secure from the O.-W. R. & N. Company, including the land necessary for approaches to the Broadway bridge, sixty-five acres in South Portland for a park, and six acres on the East Side which the city wants for boulevard purposes.

Mr. Simon's offer will not be based on the findings of a committee of appraisers, consisting of Lewis Russell, David S. Stearns and H. W. Fries, as he considers the valuations which they placed on the properties to be excessive. Should the O.-W. R. & N. Company not see fit to accept the offers which will be made by Mayor Simon orders will be given to begin condemnation proceedings at once.

The Mayor yesterday affirmed his belief that it would be best for the city and the railroad company to abandon the idea of a trade. He wishes to pay cash for any property bought by the city and wants cash in return for property wanted by the company, which includes the vacation of several East Side streets. He has consulted with several of the Councilmen, obtaining their opinions of the values of the several concessions which the city wants from the O.-W. R. & N. Company.

Legal methods to restrain Frank Kiernan from further interfering with the construction of the Broadway bridge are being worked out by City Attorney Grant and his deputies, and while the procedure to be adopted has not been announced, it is understood that the court probably will be asked for a restraining order to prevent Mr. Kiernan from making further misrepresentations concerning the legal status of the bridge bonds to prospective purchasers and from bringing any more suits against the bonds in the face of the recent decision of the State Supreme Court.

At the meeting of the Executive Board this afternoon it is expected that the contract for the substructure of the bridge will be formally let. The original specifications for the bridge provided that it should be completed by October 15, but as there has been some delay in letting the contract, it is planned to extend this time. The Union Bridge Company is th lowest bidder, according to the tabulated figures prepared by the engineers after the bids were opened, but it has since been asserted that an error was made, and that this company is not entitled to the contract.

SIDING ORDER IS UPHELD

Court Sustains "Reasonable Judgment" of Railway Commision.

SALEM, Or., Jan. 26.—(Special.)—Judge Galloway, of the Marion County Circuit Court, today sustained the ruling of the Railroad Commission of Oregon in the case of John Botcher vs. the Southern Pacific, in which the commission ordered the Southern Pacific to construct a siding at Edenbower of sufficient size to accommodate three freight cars.

Botcher and others living at Edenbower complained that they were compelled to haul their produce over a difficult road to Roseburg, two and a half miles. Their petition was granted, and the railroad appealed.

Judge Galloway held that it is not the province of the court to substitute its own judgment for that of the railway commission, and that the order of the commission must be sustained, if reasonable men might differ as to the evidence before the commission or as to its effect. He also held that the commission act is broad enough to cover orders for the installation of facilities without violating the constitution.

HUNTER KILLS 14 COUGARS

Charles Adkins, of Wilson, Or., Adds to His Pelt Collection.

WILSON, Or., Jan. 26.—(Special.)—Charles Adkins, the "cougar man" of this section of the country, has succeeded in adding another cougar pelt nine feet long to his collection.

He saw the cougars' tracks in the road and calling his hounds started in hot pursuit. After a short run the cougar was treed and Adkins shot it dead.

Every Winter when the snow falls in the mountains the cougars come down into the bottoms and along the rivers in quest of salmon, which is plentiful as well as easy to get at that time of year.

This is the fourteenth cougar that Adkins has killed within the last four years.

Local residents fear that if something is not done in the near future to exterminate them, it will be only a few years till the deer will be a thing of the past. It is asserted that if the state would pay a bounty of $25 or $50 for each cougar killed it would be but a short time until the animals were exterminated.

WHARFBOAT ENDS TRIP

New Facilities Furnished by Safe Arrival at The Dalles.

THE DALLES, Or., Jan. 26.—(Special.)—The State Portage Road wharfboat was towed up the river from Portland last night and today reached a safe harbor at the Portage Road dock at the foot of Washington street. The boat was brought up by the steamers Weown and Wentworth, of the Hosford fleet. The wharf boat is substantially built and has a length of 120 feet, a beam of 32 feet and a depth of 6 feet.

Until this winter, Washington street from First north to the river bank has been unimproved, but a substantial roadway of stone and broken rock has now been built down to the inclines and dock of the Portage Road.

There are only 100 feet more of rails to be laid at Seufert's to finish the extension from Big Eddy to The Dalles, although between The Dalles and Celilo a new grade for the road is being prepared and at Big Eddy the Portage Road is running over 3000 feet of the old O. R. & N. grade.

SEED SOWN FOR Y. M. C. A.

"Booster Club" at Klamath Falls Has Plans for Young Men.

KLAMATH FALLS, Or., Jan. 26.—(Special.)—The first move toward the ultimate forming of a Young Men's Christian Association among the young men of this city was started Tuesday night when 20 of those most interested formed a "Young Men's Booster Club." While it is announced that nothing is to be done at the present toward the establishment of a Y. M. C. A. here, this is given out as the ultimate object of the organization.

The object now is to create and foster better fellowship among the young men. It is also to create interest in Y. M. C. A. work here and a better condition for young men.

Sportsmen Protest Bounty Bill.

KLAMATH FALLS, Or., Jan. 26.—(Special.)—Some opposition will no doubt develop here to the proposed bill by Senator Merryman placing a bounty of $25 on the scalps of timber, grey and black wolves, $15 on mountain lions, cougars and panthers, and $5 on bob and wildcats and lynx, and taking the money to pay the bounty out of the game funds. This measure is designed to protect deer from the ravages of these animals during the heavy snowstorms of Winter, but it is asserted here that stockmen are as much interested as sportsmen. The sportsmen here do not object to the bounty, but believe that the money should come from the taxpayers as a whole and not entirely from the game fund.

Hoquiam Projects Indorsed.

HOQUIAM, Wash., Jan. 26.—(Special.)—A branch postoffice for East Hoquiam, a boulevard between Hoquiam and Aberdeen, the opening of the Riverdale property by tunneling a street through Campbell's hill at the end of Ontario street, and the purchase of the south half of section 36 from the state for park purposes are four projects which the clubs of Hoquiam has indorsed.

Jackson Jail Holds Ten.

MEDFORD, Or., Jan. 26.—(Special.)—Ten prisoners are held in the county jail to await the action of the grand jury. This, with the exception of one time when 11 criminal cases were on the docket, is the greatest number of prisoners to have ever been confined in the jail at one time. District Attorney B. F. Mulkey started proceedings today for the calling of a jury by February 20.

How to Stop Drinking

Give Orrine and Destroy All Desire for Whisky and Beer. Can Be Given Secretly. Try It at Our Expense.

We are in earnest when we ask you to try ORRINE at our expense. We will give your money back if after a trial you fail to get results from ORRINE. This is a very generous offer. It gives the wives and mothers of those who drink to excess an opportunity to try the ORRINE Treatment. It also shows our confidence in the merits of ORRINE. ORRINE is recognized as the best and most successful remedy the world has ever known for Drunkenness or the so-called Liquor Habit. It is a very simple treatment, can be given in the home without publicity or loss of time from business, and at a small price. Read the following letter from Dr. Nolte, 8th and Race Sts., Philadelphia. It will tell you about some of the wonderful results from the ORRINE Treatment:

"I have had a remarkable case of inebriacy under my personal observation. The patient drank heavily for fifteen years and reached a degraded condition, which caused the breaking up of his family and separation from his wife. Every hope was given up of ever saving the man from his strong desire for drink, and only a mother's interest finally persuaded him to voluntarily take treatment for his diseased condition. It was my pleasure to recommend ORRINE, your liquor habit cure, and the treatment was taken faithfully. This was two years ago and the patient is now in a healthy condition and still abstains from the use of stimulants. I have sold ORRINE for a number of years and have always found it to be satisfactory. I believe you have an exceptionally good treatment for this disease."

ORRINE is prepared in two forms, No. 1, secret treatment, a powder, absolutely tasteless and odorless, given secretly in food or drink. ORRINE, No. 2, in pill form, is for those who desire to take voluntary treatment. ORRINE costs only $1.00 a box. Write for Free ORRINE Booklet (mailed in plain sealed envelope) to ORRINE CO., 739 Orrine Building, Washington, D. C. ORRINE is recommended and is for sale in this city by Skidmore Drug Co., 151 Third st., and 372-374 Morrison st.

Lipman, Wolfe & Co.

Merchandise of Merit Only

Condensed List of Friday's Bargains

Tailored Suits Clearance $10 — New Fall Tailored Suits selling normally to $35.00. In reliable staple fabrics in weaves that are in greatest demand. We call particular attention to the tailoring, the fit and the finish.

Raincoats Clearance $9.85 — Women's English Slip-On Raincoats of cravenetted cloth in tan and oxford with single breasted front and high button storm collar; new raglan sleeves with turn-back cuffs.

Silk Petticoats Clearance $3.65 — Dresden, Persian and Print Warp, Soft, Shimmering Silk Petticoats. Made generously full with deep flounce finished with bias bandings. Under dust ruffle to match. All sizes.

Tailored Waists Clearance $1.65 — Tailored Waists of a good quality colored stripe percale in black, navy, green, blue, red and lavender stripes. Made with plaited or plain fronts. Long tailored sleeves and cuffs.

Gas Lights Clearance 38c — New Inverted Gas Light complete with burner, globe and mantle. It saves you one-half your gas bill and gives twice the light.

Men's Shirts Clearance 83c — Extra fine quality Men's Shirts of madras or percale, with plain bosoms and either separate or attached cuffs. The choice of patterns and colorings is very broad.

Clearance of Scarfs Half Price — Madaleine Scarfs selling regularly to $10.00, of good quality satin and chiffon combinations with attractive linings of Persian effects and plain colors such as gray, cerise and blue.

Clearance of 3 Popular Corsets
$2 and $3.50 Corsets, clearance **$1.39**
$4 and $8.50 Corsets, Clearance **$2.98**
$1.75 Nadia Corsets, Clearance ... **98¢**

Clearance of Knit Underwear
25c Ladies' Lisle Vests, Clearance **19¢**
$1 Ladies' Ribbed Union Suits ... **79¢**
65c Ladies' Lisle Vests, Clearance **43¢**
Ladies' Underwear from 65c to $1.00 garment, Clearance ..... **50¢**
Women's Ribbed Cashmere Hose, Clearance ..... **19¢**
20c Children's Cotton Hose, Clearance ..... **12½¢**

Clearance of Undermuslins
75c Ladies' Nainsook Drawers .... **59¢**
$4 Cambric Petticoats, Clearance **$2.98**
$2 Cambric Petticoats, Clearance **$1.19**
$1.50 Nainsook Drawers **$1.10**
$1 Combination Suits, Clearance.. **85¢**
75c Corset Covers, Clearance ..... **59¢**

Piano Prices That Create Buyers

You Owe it to Yourself to Anticipate Your Wants in the Piano and Player-Piano Line

In our Insurance Adjustment Sale, the reductions in the prices of standard pianos are greater than have ever before been possible for this or any other firm.

The price tagged on each piano is based on the insurance on that particular instrument. In no case is the saving less than $50—in most instances it is two or three times that amount.

New, elegant high-grade pianos, barely scratched, are now being sold at $150, $165, $180, $190 and $195, that you could not buy under ordinary conditions for less than $300.

Back of each piano sold is the unimpeachable guarantee of The Wiley B. Allen Co., and also an exchange agreement for one year at full purchase price, should the piano prove unsatisfactory in any manner.

If it is impossible for you to call and personally inspect these pianos, write us for bargain list, stating about the amount you want to pay.

You may arrange terms of payments to suit your best convenience—a small first payment and the balance in monthly installments.

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