15 UNIONS ACCEPT RAIL WAGE AWARD

Protest at Same Time Is Voiced by Officials.

KEYMEN MAY STRIKE

Advance in Passenger and Pullman Charges Is Sought by Railroad Officials.

CHICAGO, July 22.—Acceptance under protest of the United States railway labor board's wage decision was decided upon at an executive conference here tonight by all of the 16 recognized railroad unions except one was announced following the meeting by Timothy Shea of the Brotherhood of Locomotive Firemen and Enginemen.

The one exception was the Order of Railway Telegraphers, which referred the award to its membership, together with a strike proposition. The 15 other organizations decided that they would renew their case before the labor board.

New Request to Be Made.

The organizations which accepted the award expressed dissatisfaction with the amount of increases granted by the board, but decided upon acceptance, in order, they stated, to receive the back pay due them under the provisions of the award. Leaders said they would present a new request for further increases.

The telegraphers, in a statement, declared that they "apparently had been unjustly discriminated against by the board without any explanation for this discrimination." They received a smaller amount than any other organization, and the representatives who were here have referred, without a recommendation, the award to the membership with a strike vote proposition added, for such action as they shall decide upon.

Maintenance Men Accept.

The United Brotherhood of Maintenance of Way Employes and Railroad Shop Laborers announced its acceptance without a referendum, as did the Masters, Mates and Pilots of America and the Brotherhood of Stationary Firemen and Oilers.

The Brotherhood of Railway Signalmen of America referred the award to its membership for final ratification with favorable recommendation by its officers and general chairman.

Acceptance under protest was announced by the following organizations: Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen and Switchmen's Union of North America.

Award to Get Referendum.

The award will be submitted to the membership of the following organizations for a referendum with the recommendation that it be accepted: International Association of Machinists, International Brotherhood of Railway Car Men of America, International Brotherhood of Blacksmiths, Drop Forgers and Helpers, Sheet Metal Workers' International Alliance, International Brotherhood of Electrical Workers, and Brotherhood of Railway and Steamship Clerks, Freighthandlers, Express and Station Employes.

RISE IN RATES IS ASKED

Passenger and Pullman Charges Would Be Increased.

WASHINGTON, July 22.—To provide an additional revenue necessary to meet the $600,000,000 increase in wages awarded by the railway labor board, the railways of the country proposed today to the interstate commerce commission that passenger rates be advanced 20 per cent and freight rates 9.13 per cent, in addition to the 27.6 per cent previously requested. They also proposed that a surcharge of 50 per cent be made on Pullman fares; that excess baggage rates be increased 20 per cent and that milk tariffs be increased to the same level as freight rates.

Should the full increases proposed today and those previously asked for be granted, existing freight rates would be advanced 36.9 per cent and the nation's freight bill would be increased by $1,355,370,675.

The total which would be added to the passenger revenue under the railway executives' plan would be $233,837,982 annually. Pullman charges would go up $43,639,344 a year; the revenue on milk would be increased $8,662,089 and excess baggage charges would be advanced by $1,420,995.

The plan advanced by the railroad executives disclosed that they had estimated the wage award at approximately $626,000,000 instead of the $600,000,000 figured by the labor board. Alfred P. Thom, general counsel of the Association of Railway Executives, explained that the $26,000,000 additional was figured on the basis of overtime allowances provided in the award.

The commission made no comment on receiving the proposal and did not indicate whether it would order hearings.

The total increases from all sources of revenue in each of the three railway classification territories would correspond to the estimated increase in wages in those territories and would be as follows:

Western, $237,281,655; eastern, $318,729,935, and southern, $69,909,495. In western territory the proposed increased revenue would be divided as follows: From passenger rates, $92,332,599; freight rates, $122,751,208, or 32.03 per cent (total); Pullman fares, $20,231,200; milk hauling, $1,453,558, and from excess baggage charges, $713,090.

The executives' proposal was outlined in the following statement:

"The carriers suggest that the revenues required to meet the wage award be raised in part from passenger rates accruing from passenger train traffic and by increasing the percentage advances in freight and switching rates already applied for in the following manner:

"1—All passenger fares to be increased 20 per cent with a minimum of not less than ten cents per trip on any form of ticket.

"The foregoing includes standard local or interline fares, excursion, convention and fares for other special occasions, commutation and other multiple form of ticket, extra fares on limited trains and club car rates.

"2—All excess baggage rates to be increased 20 per cent.

"3—Surcharge on sleeping and parlor cars to be made 50 per cent of the charge for space occupied either in parlor or sleeping cars.

"4—Milk—Increase all rates, both passenger and freight, same total percentage applied to freight revenue.

"5—Freight and switching revenues to be increased sufficiently to yield the balance of the revenue required to meet the increased operating expenses due to the labor board award in addition to the percentage increase already proposed."

BOOM MAN IS DROWNED

Bennie Archie Upton Is Victim of Accident in Crooked Creek.

ASTORIA, Or., July 22.—(Special.)—Bennie Archie Upton of Eden, Wash., was drowned in Crooked creek last evening and his body was recovered this morning. Mr. Upton was employed by the Multnomah Lumber company as boom man and went to the boom alone last evening to clear some logs that had become jammed. He is supposed to have slipped off a log and struck something that stunned him, as he was a good swimmer and the stream was narrow and shallow.

As Mr. Upton did not return to his home the alarm was given by his wife and a search resulted in finding the body early this morning lying in five or six feet of water. He was 35 years old and is survived by his widow, three sons and two daughters. He is also survived by his parents, who reside at Hood River, two brothers and one sister. The latter are Elmer Upton, Portland; W. H. Upton, Altoona, and Mrs. Grace Bond, Hood River.

INDEMNITY FUND USED UP

State Is Unable to Pay Owners of Condemned Cattle.

SALEM, Or., July 22.—(Special.)—Unless the state emergency board is called into session to supply funds for the operation of the state livestock sanitary board, payment of indemnity for the slaughter of diseased cattle will cease, according to information sent out in a circular letter by Dr. W. H. Lytle, state veterinarian.

Dr. Lytle advises that tubercular tests continue, but requests veterinarians to inform the owners of diseased cattle that they will have to wait for indemnity payments until more money is provided. Should the governor refuse to summon the emergency board there will be no money for this purpose until the legislature meets next January.

PERSHING IS UNNOTICED

General, Attired in Civilian Clothes, Attracts No Attention.

BOSTON, Mass., July 22.—General Pershing in uniform is a figure familiar to the country; John Pershing in civilian clothes passed unnoticed by thousands on the streets of this city.

The leader of the American expeditionary forces, on leave, in passing through Boston to begin a short stay at Naushon Island today, as the guest of W. Cameron Forbes, former governor-general of the Philippines, was recognized by only one person.

The general strolled about with his son, Warren, and his aide, in conventional dark suit, Panama hat, soft collar and white tie, an upstanding figure, yet one which did not obtain recognition on streets through which he had passed on parade a few months ago.

WAIFS DECLARED ABUSED

(Continued From First Page.)

and blue marks on the Romansky child's body and beneath her eyes and asked the child about it. She said Mrs. Mathus had told her that some boy had jumped into the yard and struck the child with a stick.

Mrs. Gladys Romansky, mother of the child, testified that her daughter did not have a body discoloration of any kind when she was taken to the Mathus home about six weeks ago. Mrs. Ruth White, whose small boy also was at the Mathus home, said she had visited there and noticed that her boy and the Romansky child both had deep cuts on their lips.

Mrs. F. W. Swanton, general manager for the Oregon Humane society, told of going to the Mathus home and taking the children. She said she had counted 56 black and blue marks on the little girl's body, but had stopped counting at that point because of the great number of welts. She introduced a photograph showing the condition of the child the day it was taken from the home. She said the child was in a pitiable condition and did not look like the same little girl who was present yesterday in the courtroom.

All Charges Denied.

Humane Officer Churchill and W. G. McLaren were the only other witnesses for the prosecution. They testified concerning the bruises and welts on the child's body and head the day she was taken from the Mathus home.

A complete denial that she had ever struck the Romansky child or any other child entrusted to her care was made by Mrs. Mathus, who appeared as the first witness for the defense.

"I gave her the tender, loving care of a mother," she said, and the crowd at point showed its feeling so plainly that Judge Rossman was compelled to give warning that the courtroom would be cleared if further demonstrations were made.

"I may have spanked her lightly over her clothes a few times just to show her that she had to mind, but I never injured the child," testified Mrs. Mathus. "I thought a good deal of Edna and often carried her in my arms."

Accusations Held False.

Then she took up in detail the testimony which had been offered by witnesses for the prosecution and made a flat and absolute denial of each and every charge made. She insisted the other witnesses were not telling the truth when they testified concerning beatings and kicks she is alleged to have administered.

"It was about a week before they took the children away that I went to the front door to answer a bell," she said. "As I stood there talking to a coffee salesman I heard a scream from the backyard. I rushed out and saw a boy with a gray sweater and tight cap climbing over the fence, and Edna was lying on the ground in an unconscious condition.

"I picked her up and carried her into the house. I applied cold towels and put her in bed. I did not think at the time she had been badly hurt, but the next morning her eyes were swollen nearly shut and I could see several bruises on her shoulders. It looked like this boy had struck her with a stick."

Montana Message Comes.

Mrs. Mathus could give no further description of the boy, nor could she tell who he might be.

The indignation aroused by the treatment of the little farmed-out children was not confined to the city of Portland or state of Oregon. Chief of Police Jenkins received the following communication yesterday from G. N. Kleber of Lewistown, Mont.:

"Inclosed find clipping from the Butte (Mont.) Standard. Words fail to express my feelings in this matter. There is no punishment severe enough to be meted out to the party guilty in that case. The woman called Mrs. Mathus should get some of her own medicine, the blackjack and the whipping-post. Should that woman be punished, weak-minded sob-sisters and brothers may get busy to have her turned loose. I do not understand how anybody could abuse an innocent, helpless waif."

WAGE AWARD IS SOP, DECLARES GOMPERS

$600,000,000 Sum Held Huge but Rise to Each Small.

RATE INCREASE OPPOSED

Greater Efficiency Rather Than Additional Levy Is Declared Essential to Greater Returns.

WASHINGTON, July 22.—Samuel Gompers, president of the American Federation of Labor, in a statement tonight discussing the wage award of the railway labor board, declared that while the railway employes are disappointed "it is indicated that they will not strike to enforce a fairer decision of their needs."

Mr. Gompers said that the men affected by the award had a right to be disappointed at the "first test of the wage-making side of the Esch-Cummins act."

He declared that a "sop has been thrown to each railway worker" and added that "collectively they may feel themselves morally bound to accept it."

He announced his opposition to proposed increases in railway rates to care for the wage increases. Such action, or the levying of taxes to make up deficiencies, would be unnecessary, he declared, if railways were operated more efficiently.

Figures Declared Awesome.

"Much has been said in the press about the estimated aggregate wage increase granted to the railway men of the country by the railroad wage board," Mr. Gompers said. "The figure, $600,000,000, is large and it sounds imposing and awesome. Most of us have no adequate idea of what so much money means or what it would look like."

"An entirely unfair impression gains ground by reason of this bulking of the issue. The honest method of applying the increase is to apply it to the individual. It is estimated that the average wage of a section worker under the award will be $101 a month, or less than $25 a week. The average wage of an engineer will be about $280 a month, or less than $70 a week. These are averages; a great many hundreds of workers in these classifications will get less than the estimated average.

Sop Declared Thrown Each.

"A sop has been thrown to each railway worker under the operation of the Esch-Cummins law. Collectively they may feel themselves morally bound to accept it, but the whole theory of that act, whether as to wages, conditions of employment of the workers or the guaranteed dividends of the railway companies is an indictment against the Esch-Cummins law, of which time will convict the authors.

"The railway men are disappointed, and they have a right to be. The first test of the wage making side of the Esch-Cummins act is to them as much of a disappointment as it well could have been. It is indicated that the railway employes will not strike to enforce a fairer consideration of their needs, but it must not be forgotten that if the award had been so low as to compel consideration of other means of redress the men could have struck only at the risk of injuring their own cause.

Other Phases Are Viewed.

"There are other phases of the railway situation equally serious. The country wants to know how this wage increase is to be met. The problem of how to come even this near to an adequate wage is one that is causing all manner of authorities to gasp in amazement and to hunt for a solution.

"This whole clamor and speculation is an evidence of the intellectual bankruptcy of railway statesmanship and of railroad operating genius. The whole consideration of the matter has thus far brought forth only taxation. We are told that freight rates must be increased to meet the extra cost. If they are not increased the extra cost must be met by the government.

"It does not seem to have occurred to either the government or the railways that it might be possible to increase railway operating efficiency to a point that would eliminate the extra cost.

Condition Held Terrific.

"I venture to say that it is possible to so increase the operating efficiency of the railroads as not only to afford a proper wage to the workers, but to allow a proper return to railway investors.

"The present condition and the present state of fright over the outlook is a terrific indictment of railroad executive brains. The audacity seems to have gone out of railroading. The fertility of imagination which made American railroads the greatest in the world has been sapped in the money markets. The ideals of achievement have been buried under the aspiration for stock jobbing.

"When the actual operating forces of our railway system were dethroned by the financial powers, railroading lost that vital spark that must return to life and virility if the problem is to be solved.

"Let operating brains be put to work and the solution of the railway problem will be found. The answer is not in levying taxes. It is in real railroading."

OUSTING OF GOMPERS URGED

Duncan Declares "Cleaner Man" Is Needed by Federation.

CHICAGO, July 22.—Declaration that Seattle labor was opposed to Samuel Gompers as president of the American Federation of Labor was made today by James A. Duncan, Seattle strike leader and a witness for the defense in the trial of William Bross Lloyd, millionaire communist, and 19 others charged with plotting to overthrow the government by force.

"We are against Samuel Gompers," Duncan testified, "because he organized the booze special for labor to go to Washington and protest against prohibition. Seattle is first, last and all the time for prohibition. We want a better, bigger and cleaner man than Gompers if we can get him."

Duncan, whose cross-examination was completed today, also characterized Bullet Wells, ex-Seattle laborist, who he admitted was an inmate of the Leavenworth penitentiary, as a "fine, clean, high type of citizen."

When shown a card used during the general strike at Winnipeg bearing the inscription, "permitted by authority of the strike committee," Duncan said it was similar to the one used in Seattle, which, he said, bore the word "exempted" instead of "permitted." He testified that during the first days of the strike the strike committee organized a war veterans' guard to assist the authorities in maintaining order.

A. W. Swenson, a Seattle salesman and ex-commissioner of public works of Spokane, Wash., corroborated parts of Duncan's testimony.

HUNGER STRIKER EATS

Woman Slayer's Demand for Removal From Prison Granted.

WALLA WALLA, Wash., July 22.—Anna Carlson, serving a term of from five to ten years for killing George Baker at the home colony near Tacoma, ended a hunger strike at the state penitentiary this morning when she was told she was to be moved.

The woman on July 11 attacked the matron of the women's ward at the penitentiary and had been in a padded cell for a week. Following her release she wrote the warden, Henry Drumm, that she would end her life and signed the letter "So Long Annie."

She had refused to eat for a week. She had hoped that she was to be deported. Her "removal" ends at the Medical Lake state hospital for the insane.

Verbick Fined $100.

O. B. Verbick of Prospect, Or., arrested July 19 on a charge of unlawful possession of beaver pelts, and whose case was tried at Medford, was found guilty and fined $100, according to information received yesterday at the office of the state game commission. P. H. Daily, district game warden of southern Oregon, made the arrest.

Record of Races for the America's Cup.

Year—	Name—	Allows M. S.	Corrected time H. M. S.	Wins by M. S.
1851—	America	....	10:37:00	18:00
	Aurora	....	10:55:00	
1870—	Magic	....	3:58:26	39:12.7
	Cambria	....	4:37:38	
1871—	Columbia	....	6:19:41	27:04
	Livonia	....	6:46:45	
1871—	Columbia	....	3:07:41¾	10:33¾
	Livonia	....	3:18:15½	
1871—	Livonia	....	4:00:00	15:10
	Columbia	....	4:17:35	
1871—	Sappho	....	5:36:02	33:21
	Livonia	....	6:09:23	
1871—	Sappho	....	4:46:17	25:27
	Livonia	....	5:11:44	
1876—	Madeleine	....	5:23:54	10:59
	Countess of Dufferin	....	5:34:53	
1876—	Madeleine	....	7:18:46	27:14
	Countess of Dufferin	....	7:46:00	
1881—	Mischief	....	4:17:09	28:20¼
	Atlanta	....	4:45:29¼	
1881—	Mischief	....	4:54:53	38:54
	Atlanta	....	5:33:47	
1885—	Puritan	....	6:06:05	16:19
	Genesta	0:38	6:22:24	
1885—	Puritan	....	5:03:14	1:38
	Genesta	0:38	5:04:52	
1886—	Mayflower	....	5:26:41	12:02
	Galatea	0:38	5:28:43	
1886—	Mayflower	....	6:49:00	29:09
	Galatea	0:39	7:18:09	
1887—	Volunteer	....	4:53:18	19:23¾
	Thistle	0:05	5:12:41¾	
1887—	Volunteer	....	5:42:56¼	11:48¾
	Thistle	0:06	5:54:45	
1893—	Vigilant	....	4:05:47	5:48
	Valkyrie II	1:48	4:11:35	
1893—	Vigilant	....	3:25:01	10:35
	Valkyrie II	1:48	3:35:36	
1893—	Vigilant	....	3:24:39	0:40
	Valkyrie II	1:33	3:25:19	
1895—	Defender	0:29	4:50:55	8:49
	Valkyrie III		5:08:44	
1895—	Defender	0:29	3:55:56	0:47
	Valkyrie III		3:55:09	
1895—	Defender	0:29	3:43:43	*
	Valkyrie III	....	.....	
1899—	Columbia	....	4:53:53	†
	Shamrock	0:06	5:04:01	10:08
1899—	Columbia	....	.....	‡
	Shamrock	0:06	.....	
1899—	Columbia	....	4:33:53	†
	Shamrock	....	3:44:43	10:08
1901—	Columbia	0:43	4:30:24	1 20
	Shamrock II	....	3:31:44	
1901—	Columbia	0:43	3:12:35	3:35
	Shamrock II	....	3:16:10	
1901—	Columbia	0:43	4:32:57	0:41
	Shamrock II	....	4:33:38	
1903—	Reliance	....	3:52:17	7:03
	Shamrock 3d	1:57	3:39:20	
1903—	Reliance	....	3:14:54	1:19
	Shamrock 3d	1:57	3:16:12	
1903—	Reliance	....	4:28:00	
	Shamrock 3d	1:57	Did not finish.	

*Disqualified. †Withdrew on crossing the line. ‡Carried away topmast and withdrew.

NEW TOPMAST PUT ON LIPTON'S YACHT

Remeasurement of Shamrock Sail Area Is Asked.

BOTH CRAFT IN SHAPE

Fourth Race Will Be Held Today. Official Measurer Delayed in Work Until Morning.

SANDY HOOK, N. Y., July 22.—Shamrock IV, challenger for the America's cup, will enter tomorrow's race against Resolute, American defender, with a new topmast and a new topsail, the regatta committee of the New York Yacht club announced tonight.

After Shamrock's skipper had notified the committee of this change, he requested a remeasurement of her sail area, but the official measurer was unable to reach the yacht's moorings in time to do the work tonight.

The committee announced however that tomorrow's race would be run on the basis of a time of six minutes and 40 seconds for Resolute, subject to any change that may result from a remeasurement of Shamrock's topsail.

This was the original allowance, but it was later increased to seven minutes and one second when Shamrock put in and used a larger club topsail. Shamrock's canvas will be re-measured after the race tomorrow and if the contest is at all close the winner may not be known until several hours after the finish.

The special weather forecast for tomorrow was announced by the weather bureau in New York late tonight as follows:

"Partly cloudy, possibly somewhat unsettled with gentle winds, most southerly."

Shamrock IV slipped out of drydock tonight.

Meanwhile the crew of Resolute, American defender, made things shipshape aboard their craft and also are prepared to give battle.

With the tally now standing 2 to 1 in favor of the challenger, the American sloop must win the next contest if the hundred guinea cup, invaluable trophy, is not to travel back overseas in custody of the Royal Ulster Yacht club.

Shamrock arrived at a Staten Island shipyard early today under tow and at once was put on the ways in order that her under-body might be scraped.

It was the belief of her crew that she had collected oil on her sleek sides since she had left drydock about a week ago, but when she slid back into the water this afternoon this fear was pronounced groundless.

Not a barnacle and scarcely a streak of oil had been found.

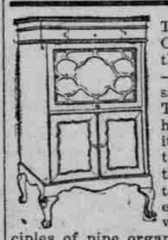
While Captain Charles Francis Adams II did not order Resolute put in drydock for another inspection, he gave his crew little rest as the great white sloop lay anchored in the shelter of the Hook. Sails were gone over, compasses tested and last touches given the racer.

It was admitted at the Staten Island shipyard that Shamrock had sustained a slight injury during yesterday's race. According to yacht officials, two rivets were broken as a result of the strain on the boom and it was found necessary today to place a brace under the after-deck.

It was denied at the yard, however, that the challenger had slightly sprung her deck during the thrash to windward yesterday.

It was stated here tonight that in the event Shamrock won the America's cup, either tomorrow or Saturday the New York Yacht club would place a challenge in the hands of the representative of the Royal Ulster Yacht club for a race next year and that the Americans would challenge with a 116-foot schooner. W. L. Gardiner, the designer, is said to have been commissioned to draw plans for the schooner if the America's cup is lost to Sir Thomas Lipton.

THE CHENEY



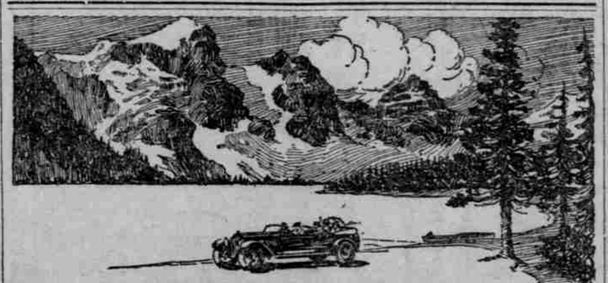
The voice of the Cheney is like the song of birds—clear, serene, satisfying. The natural and human-like quality of the Cheney tone is due to the fact that in the Cheney are embodied the old well known principles of pipe organ and violin construction.

Prof. Cheney, the musician, has built an instrument free from the scratch and grind which has been so objectionable in the ordinary phonograph.

Come in—See and Hear the Cheney.

G. F. JOHNSON PIANO CO.
149 SIXTH STREET
Portland

MOTHER'S FRIEND
For Expectant Mothers
A Speedy Recovery
At All Druggists
Special Booklet on Motherhood and Baby, Free
BRADFIELD REGULATOR CO. DEPT. 5-D, ATLANTA, GA.



Going East See Fifty Switzerlands in One
The Canadian Pacific Rockies

Train service alone would be reason enough to select the Canadian Pacific—but behold!—

Quaint Victoria with its ivy-covered Empress Hotel and picturesque Vancouver with the rose-garden roof of its famous hotel—then twenty-four hours of wonderful travel

Through Alpine Fairyland

with a night's sleep at Sicamous if you wish to see it all by daylight—reasons that bring travelers from Sydney, London, Cape Town and Rome, to say nothing of thousands from the States who look upon the Canadian Pacific Rockies as their summer home.

But perhaps the Chateau at lovely Lake Louise and the Banff Springs Hotel (open in June)—magic castles in Alpine Fairyland—are the best of all reasons.

Reservations? Write, or stop at this office:

E. E. Penn, Gen. Ag't Pass. Dept.
CANADIAN PACIFIC RAILWAY
55 Third St., Portland, Or.

Canadian newspapers and information regarding Canada on file at this office.

MANY ALASKANS COMING

BUSINESS MEN OF TERRITORY TO ATTEND BUYERS' WEEK.

Two Thousand Visitors Expected in Portland Week of August 9. City Highly Praised.

More retailers and representatives of mercantile firms from Alaska have accepted the invitation to attend the eighth annual buyers' week to be held in Portland August 9 to 14 than the total number for the previous seven years, according to E. N. Weinbaum, buyers' week secretary of the Chamber of Commerce.

"In accepting the invitation the Alaskans have been open in their praise of Portland," said Mr. Weinbaum. "They say they have received more consideration from Portland dealers than from any other merchants on the coast, and that they intend to do as much of their buying here as possible."

From all figures available, it is estimated that registration will be close to the 2000 mark.

The entertainment programme that is scheduled for buyers' week will be made public soon. It is known that a number of departures will be featured, including a mysterious "high jinks" for men only. The entertainment committee, of which Paul de Haas is chairman, includes H. C. Huntington, Edward Neustadter, O. W. Mielke, Ralph Brackatt, W. D. Waters, Frank Woodard and E. N. Weinbaum.

Attorney Files for Judgeship.

CHEHALIS, Wash., July 22.—(Special.)—G. L. Thacker, Chehalis attorney, today filed as a candidate for superior judge of Lewis county to succeed W. A. Reynolds, who already has filed.

Do Your Shopping at This Store Before 1 P. M. Wednesday as We Close at This Hour During the Months of July and August.

"The Store That Undersells Because It Sells for Cash"

Jantzen's Bathing Suits in all styles, sizes and colors. Men's, Women's and children's. All prices $3.50 to $11.50.

Pfister's Cotton and Worated Bathing Suits in all styles, colors, sizes, $3 to $50 suit. Both Women's and Children's.

Every Offering Underpriced for Our

1028th Bargain Friday

Our special selling events are founded upon past traditions. Conspicuous reductions are the result of holding to an unselfish store policy—that of forcing out certain goods before their wear-time expires. Any number of these articles could be sold for higher prices, but it would be a violation of old-time customs practiced here. We regret that some of the most desirable things are limited in quantity. In many instances this is true, but under the circumstances we can do no more than give uncolored publicity to the values, with the hope that people will come for them in time to share fairly. In every instance the early comer naturally will fare first.

EXTRA! EXTRA! EXTRA! EXTRA! EXTRA!
The Real Can't Bust 'Em Union-Made

PEG TOP PLAY SUITS

CANT BUST EM UNION MADE KUTE KUTS

Sizes 1 to 8 at $1.69 Sizes 9 to 10 at $1.95

Garments of Standard Quality 240 Count—White, Black, Blue, Denim With Turkey Red Fast Color Trimming

Here's the sale we have been promising hundreds of our Play Suit customers for weeks—a special underpriced offering of the popular and well known **Union-Made "Can't Bust 'Em" Play Suits** in the new, smart peg-top styles. These attractive and exceedingly serviceable garments are made of standard quality 240-count white, black, blue denim, of medium weight, and trimmed and piped with turkey red in fast color. They are cut full in size, well shaped and strongly sewed throughout.

Only because of a very unusual and fortunate trade event are we enabled to offer these garments at the low prices quoted for Friday's sale—

Sizes 1 to 8 at $1.69 and Sizes 9 to 10 at $1.95

No prudent parent will neglect to profit by the saving opportunity.

No phone orders. None sold to dealers or sent C. O. D.

An Opportune Sale of Fancy
Wool Auto Robes
54 by 74-Inch Plaid Styles at $3.95
Not More than One to Any Customer
A splendid Wool Robe for auto, beach or outing use. Comes 54 by 74 inches and shown in pretty plaid styles—made with tape-bound edges. While any remain the **Bargain Friday Price** will be $3.95

Women's Wool
Slip-on Sweaters
$3.79
We've a wonderfully attractive lot of women's and misses' fine wool Sweaters in the popular slip-on styles to close out at this low price.
Included are many different weaves and styles in peacock, turquoise, buff and American Beauty—Sweaters that cannot be duplicated—at **Bargain Friday Price** $3.79

Women's Mercerized
Lisle Hose 49c Pr.
At this bargain price we offer a fine quality of women's mercerized lisle Hose in white, champagne, brown, pink, green, purple, violet and gold, in all regular sizes—also out-sizes in white only.
Purchase as many pairs as you wish long as any remain **Bargain Friday** at 49c

Extra—Women's Blk Silk Gloves, 25c a Pair
A close-out of broken lines in reliable makes, in sizes 5½, 6 and 6½ only.
No Exchanges or Refunds—none sent C. O. D.

EXTRA! EXTRA!
32-Inch
Long Cloth 35c Yard
Comes in a fine, soft finish and perfect weave.

White Dress Skirts
For Friday's Sale in the Ready-to-Wear Section
We have underpriced a fine lot of women's and misses' White Gabardine Dress Skirts. Included are many different styles and all sizes from 26 to 30-inch waist. Come early for first choice and pay only $3.99

Our Store Now Opens at 9 A. M.

Roberts Bros.
3rd & Morrison
The Most in Value—The Best in Quality

Store Closes at 5:30 P. M. Saturdays at 6 P. M.