# SHARP BRUSH ON FLOOR OF HOUSE

## Williams and Payne Indulge in Charges and Counter-Charges.

## ELECTIONS THE SUBJECT

**Floor Leaders in Wordy Encounter Because Williams Announces Himself for Honesty at the Polls, Which Payne Doubts.**

WASHINGTON, May 9.—Sectional lines were sharply drawn in the House today and for a time charges and counter charges of dishonesty in elections by both political parties were heard. The two floor leaders, Messers. Payne, of New York, and Williams of Mississippi were the principals.

Mr. Payne got the floor and criticised the floor leaders for having the hardihood to say he was in favor of honest elections.

"Since when was the democratic party for honest elections?" he inquired in stentorian tones. "Was it when it was depriving a certain class of citizens of suffrage by every means, by perjury, by fraud, murder, riot and everything else under the sun?" He wanted to know if the Democrats favored honesty in elections in the State of New York, "when time after time they carried the election not by the honest ballot but by fraudulent votes deposited in the ballot-boxes and fraudulent counts."

The Democrats, said Mr. Payne, were in favor of honest elections only when they got a majority that way. "Is it necessary for the Democratic party in Maryland to disfranchise the black man?" he asked. He declared that the Republican party had an honest majority in Maryland, and in order to overcome it the Democrats were bending every effort to deprive every citizen of the right of franchise, "and thereby make a Democratic state of Maryland."

**Points to Philadelphia.**

Mr. Williams replied that he had listened to the lecture upon honesty in elections from the leader of the Republican party, "the party of fresh, new, crisp two-dollar bills; the party of blocks of five; the party of the City of Philadelphia; the party of lecturing boards back in 1876; the party that carried the election in 1896 by wholesale bribery; the party that, even as late as 1900, denied that it had been receiving money from fiduciary corporations for political purposes and whose officials were convicted of falsehood in the denial; the party of Herod."

If there was anything that was a stench in the nostrils of all humanity, he said, it was the City of Philadelphia. "It has such a bad smell," he declared, "that even the Republicans themselves could not stand it all the time."

Mr. Williams admitted that there was a time when there was intimidation and fraud in his section of the country, but there was some extenuation for it "when a great race was engaged in saving its civilization."

"There never was, however," he exclaimed, "any excuse or extenuation for the Republican party in its programme of wholesale bribery in 1896, 1900 and 1904, when that party took the money belonging to widows and orphans and never had the manhood nor the justice to return it."

**Attacks Campaign Funds.**

At one time he said President Roosevelt had the manhood to say that the Republican campaign committee ought to return the money "that had been filched from the widows and orphans who are the beneficiaries of the policy holders of the New York Life and Mutual Insurance companies." Crossing the aisle and pointing his finger at Mr. Payne, Mr. Williams said:

"Yes, there was a time in the history of the South when revolution stood in the saddle, but," he added, "since then those States have adopted new constitutions." The disfranchisement laws, he declared, "were passed for the purpose of preventing fraud, and the Supreme Court of the United States has upheld them." Still facing Mr. Payne, Mr. Williams remarked that the "gentleman's soul revolts at the idea of the Democrats being interested in honest elections."

Mr. Payne, he said, was from "the party of the whisky fraud, of the credit mobilier, of the star route fraud."

"Ah," he exclaimed, "I can handy history with him all day, but I don't want to handy history."

**Should Publish Funds.**

He believed in letting the dead past bury itself on both sides. "What do you say now," he again shrieked. "What do you say? Here I stand. I stand to challenge you that every dollar that goes into a campaign fund shall be published to the world the day after it is received so the world may know the motive of the giver and the world may judge the means of corruption in the hands of the recipient?"

Mr. Williams backed slowly to his seat, and as he sat down he exclaimed at the top of his voice: "What do you say for the future? Let the dead past go."

## FIRST SCHOOL IN OREGON

**Commemoration of Founding to Be Held at Rickreall.**

DALLAS, Or., May 9.—(Special.)—The school picnic to be held at Rickreall Saturday, May 16, will be in commemoration of the founding of the first school in Oregon in 1845, and not in celebration of the founding of the La Creole Academy, as has been currently reported.

The school was opened in one corner of Colonel Nathaniel Ford's log cabin, about one quarter mile west of Rickreall. The teacher was John E. Lyle, who was later one of the principal promoters in the founding of La Creole Academy, which took place in 1863, 18 years afterward.

**Wants Heavy Damages.**

OREGON CITY, Or., May 9.—(Special.)—George Joggi, a Russian who speaks no English, has filed a suit against the Willamettte Pulp & Paper Company to recover damages to the extent of $20,450. He states that early last August a mass of pulp fell on him, crushing him, breaking his right thigh and injuring him internally. He was damaged, he alleges, to the extent of $10,000, and, not being able to work for nine months, suffered a loss of $450. He further avers that the company's physician, Dr. W. E. Carll, set his injured bone in a negligent and careless manner and he demands $10,000 for this.

**Released for Lack of Evidence.**

ROSEBURG, Or., May 9.—(Special.)—Claude Hendricks, who was arrested in this city Wednesday, April 29, charged with having robbed the Brockway post-office, April 22, was released late Friday night on lack of evidence. The only clue that might point to any guilt was a bag containing about two pounds of pennies, found in Hendricks' trunk. The amount of money, stamps, etc., taken was estimated at $100. A thorough investigation revealed nothing pertaining to the robbery except the pennies.

**Chadwick May Be Candidate.**

COLFAX, Wash., May 9.—(Special.)—In the event that Judge Hadley, of the Supreme Court, will not be a candidate to succeed himself, there is little doubt that Judge Chadwick, of the Superior Court of Whitman County, will announce his candidacy. Judge Chadwick has been disinclined to become a candidate against the present incumbents and has repeatedly said that he would support Judge Hadley. When asked about it, he said: "I should regret the retirement of Judge Hadley, but if he does, I shall become a candidate myself."

**San Pedro Harbor Notes.**

SAN PEDRO, May 9.—The steam schooner Chehalis, from Grays Harbor, today brought 600,000 feet of lumber for the San Pedro Lumber Company.

The steam schooner Centralia, from San Diego, called for fuel today and proceeded to Grays Harbor via San Francisco.

The steam schooners Schna Yak and Norwood left for Grays Harbor via San Francisco today.

The steam schooner Wasp, Captain Wehman, bound for Everett, departed for the north today.

**Dies on Way Home.**

SALEM, Or., May 9.—(Special.)—While driving to his home, five miles south of Salem, today, Patrick Higgins, a well-to-do farmer, suffered a stroke of paralysis, which rendered him helpless. As his team passed the ranch of J. R. Pervin Mr. Pervin discovered him hanging over the side of his wagon. He died before medical assistance arrived. He leaves a wife, from whom he had separated. She resides in Idaho.

**Wheat Shipments From Tacoma.**

TACOMA, May 9.—Foreign clearances of wheat for this week from Tacoma were 272,798 bushels, worth $232,101, in addition to 18,344 bushels of oats, 2050. Foreign clearances of flour were 2055 half-barrels, worth $11,722.

## BRIEF NEWS BY TELEGRAPH

Butte, Mont.—Louis Ferris, who dynamited the Burlington eastbound express train on the night of May 1, was formally charged with the attempt to wreck the train Saturday. Under a statute passed by the last Assembly the penalty is death.

Atlanta, Ga.—Practically every owner of property located within the three square blocks of buildings destroyed in yesterday's fire has announced that modern structures will be erected. An investigation has been ordered in regard to the failure of water pressure.

Albuquerque, N. M.—Juan Valdez, a ranchman living at Cabezon, was murdered Wednesday night, his head being severed from his body with an ax as he lay asleep in bed with his two children. The murderers wrapped the body in the bedding, buried it in an arroyo and escaped. Two Mexicans are suspected.

New York—In an unique ceremony at Bellevue Hospital, Noah Chartman and wife were divorced at the request of the wife, so that she will not be compelled to obey the Jewish law requiring a widow to marry her husband's brother or remain forever a widow. They were married May 2 and next day the husband became ill and has only a few days to live.

Chicago—Dr. J. S. Anderson Christison, allenist, writer and student of criminology and hypnotism, was found dead from asphyxiation Friday. Three gas jests were open and the windows were closed. He testified as an alienist in many famous murder trials and maintained that Eugene Prendergast killed Mayor Harrison when under hypnotic influence.

Chicago—Under the compulsory education law requiring that children between 14 and 16 years old shall be "in school or at work," the Board of Education has a problem to deal with in the case of hundreds of children who, because of business depression are seeking work daily. It is proposed to allow them to attend half each day.

El Paso, Tex.—Mark Good, agent of the Department of the Interior, has been suspended, pending investigation of charges that he kidnaped five Kickapoo Indians from an Arizona reservation in order to keep them away from a tribal conference called to decide how to divide $2,215,000 appropriated to the Indians by Congress.

New York—Brought from their home in Odessa, Russia, where their mothers were killed by Cossacks during the riots in October, 1905, eight children, ranging in age from 3 to 5 years, arrived on the steamer Corona from Europe to join their fathers in this country.

**At Jamaica.**

JAMAICA, N. Y., May 9.—Results of races:

Five furlongs—Personal won, Arionette second, Havre third; time, 1:01 3-5.

Mile and a sixteenth—Trouble Maker won, Sir Toddington second, Druid third; time, 1:49 3-5.

Four and a half furlongs—Trance won, Top Note second, Glidden Bell third; time, 0:54 1-5.

Mile and a sixteenth—Jack Atkin won, Restigouche second; time, 1:48 2-5. Only two starters.

Five and a half furlongs—Ida D. won, Oricagna second, Mazuma third; time, 1:08 2-5.

Five and a half furlongs—Horace won, Baby Wolf second, Grinaldi third; time, 1:07.

**At Louisville.**

LOUISVILLE, May 9.—Results of races:

Four furlongs—Advancing won, Lillian Ray second, Inola third; time, 0:50 2-5.

Six furlongs—Bosorrian won, Florida Glen second, Ethel Carr third; time, 1:20.

Six furlongs—Dark Knight won, Al Muller second, Colonel Bob third; time, 1:18 1-5.

The Clark handicap, mile and a sixteenth—Poliy Prim won, The Mink second, Pinkola third; time, 1:53 4-5.

Four and a half furlongs—Tony W. won, Solicitor second, Light Blue third; time, 0:59.

Mile and a sixteenth—Margaret Randolph won, Ed Kane second, Lady Vie third; time, 1:54.

**Presbyterians Play Ball.**

Two games of baseball were played yesterday in the Presbyterian Alliance of the Athletic League. The Third Presbyterian Church team defeated the Mount Tabor Presbyterians by a score of 11 to 8. The game was closely contested throughout and a number of fast plays were pulled off on both sides. The game, which was played on the Forty-ninth-street and Hawthorne-avenue grounds, was attended by about 200. The game was umpired by Andrew Kan. In the same league the First Presbyterian team was defeated by the Hawthorne Presbyterians, 8 to 3. This game was played on the Portland Academy grounds, and was witnessed by a large number of the league adherents. The batteries were: Hawthorne—N. Dobin and E. Philburn; First Presbyterian, E. Noyes and A. Noyes. Umpire—Thorne.

**Douglas Bound Over.**

W. E. Douglas, the former cashier of the Thiel Detective Agency, who was arrested several days ago on a charge of embezzlement, was yesterday bound over to appear before the Grand Jury by Municipal Judge Cameron. Douglas was released on $2500 bail, pending his appearance before the Circuit Court.

**Siletz Indian Here for Trial.**

Joseph Gay, an Indian residing on the Siletz Reservation, was yesterday committed to the Multnomah County Jail in default of bonds, to await a trial in the Federal Court on a statutory charge. The complaining witness against Gay is a 16-year-old Indian girl who lives on the Siletz Reservation.

# ULTERIOR MOTIVE FOR HIGHER RATES

## Railroads Suspected of Design to Discredit the Hepburn Law.

## COMMISSION WILL INQUIRE

**Cannot Forbid Advance, but Can Show Purpose and Whether Necessary—All Roads Not Equally Affected by Depression.**

WASHINGTON, May 9.—(Special.)—An investigation by the Interstate Commerce Commission of the causes for the proposed general advance in freight rates throughout the country is likely to take place. Hints from Commission circles indicate this as a probability. Officially, the members of the Commission have as yet taken no cognizance of the action of the railroad men in arranging for new schedules, which will increase annual gross earnings from $100,000,000 to $200,000,000, according to conservative estimates. Unofficially, however, they are watching events with keen interest in all phases of the situation.

**Cannot Prevent Advance.**

There is a precedent for an investigation, as the Commission undertook one along the same lines when a movement to advance charges was inaugurated in 1901, before the enactment of the present rate regulation law. To investigate is practically all the Commission, with its present powers, can do. It has no power to restrain any advance and may only pass upon the reasonableness of a rate in operation upon specific complaint from a shipper. But an investigation, it is pointed out, would give the country the real underlying causes for the action about to be taken by the railroad officials. It would show in what cases, if any, the advances in rates were justifiable on the part of the carriers. It might develop that other reasons than those given by the railroads for placing additional burdens upon shippers and consumers play a part in the proposed plan.

In official circles, which have to do with railroad and commercial affairs, there is no disposition to contend that an increase of rates would not be reasonable and justifiable in some cases—that general advances would be justifiable with certain roads. But there is a disposition to dispute the justice and reasonableness of increases affecting all roads alike, regardless of territory and regardless of whether the roads have suffered much or little from the depression in business or from increased cost of operation.

**Aim to Discredit Rate Law.**

There is a strong impression in Washington officialdom that behind the causes for raising charges openly stated by the railroad presidents and traffic managers lies a plan to bring discredit upon the interstate commerce act as amended by the last Congress. It is not regarded as an attempt to discredit the Interstate Commerce Commission itself, although it is believed there may be a design to cast odious reflection upon the National administration at the same time that it is sought to bring the ratemaking power conferred by the present law into disrepute with the people of the country.

It is insisted that the railroad magnates who originally fought against the extension of the Commission's power to deal with the fixing of rates are now turning to other means to render that power distasteful to the people whose sentiment and agitation forced Congress to pass the Hepburn-Dolliver bill. It would be natural, it is pointed out, for them to seize an opportunity as soon as possible after the new law had gone into effect, the popular impression being that the ratemaking act would tend to reduce traffic business all along the line.

## SETTLE CLAIMS PROMPTLY

**Railroads Find New Way to Win Business and Conciliate Shippers.**

PHILADELPHIA, May 9.—(Special.)—A new gospel is being preached by the railroads—the gospel of prompt attention to and prompt settlement of the claims for loss and damage. In fact this department of the railroads has strangely enough become one of the main adjuncts to the business of soliciting business, so to speak.

A greater change in railroad methods could scarcely be imagined, for in the old days the loss and damage claim was a means for the payment of a rebate and for grevious loss and vexation to the unfavored shipper. Before the passage of the Hepburn act, railroads apparently maintained loss and damage claim departments for the sole purpose of seeing how little money, justly due shippers, could be paid out and how much it was necessary to pay big shippers on unjust claims in order to curry favor and secure or retain their traffic.

Now that the new law has changed all this, the railroads have recognized that there is no better solicitor for business than the astute claims adjuster. Suddenly the traffic officials have awakened to the realization that, if they owe a shipper money, the best, surest and quickest way to make a friend of him is to pay it, and pay it without haggling and without keeping him out of his interest for months and maybe years.

So far have the railroads gone in this respect that they are considering the advisability of paying 6 per cent interest on all claims 30 days after they accrue, providing they are found to be just claims. The railroads constantly have tied up in claims for loss and damage millions of the shippers' money, and under any other commercial conditions, if this sum were due the shippers, interest would be paid upon it.

The loss and claim industry, if it may be so termed, is of itself one of the largest in connection with the transportation business, and it is growing amazingly every year. Last year the railroads of the entire country paid out for losses and damages the aggregate sum of $23,000,000. This was a material increase over the previous year. In handling such an immense business, the railroads now believe that they should have astute and competent men of more than average ability.

The Pennsylvania is one of the roads which are taking a lead in the matter. On this railroad there is to be no longer any haggling with the shippers nor any attempt to befog the issues or to lay the blame on someone else. Neither is the shipper to be vexed with delay and subterfuge, but he is to be given a square deal from the start. Furthermore, all of the smaller traffic officials of the company have been clothed with authority to deal with the shippers direct in claims which do not exceed $100, and settle with them without reference to the general offices. In this way the shippers are brought in closer contact with the men who procure and handle their business, and they know that in all matters of claims they will be able to get an early hearing and a speedy settlement. Other railroads are following the example of the Pennsylvania, and the change is working wonders in the relations between the two interests.

## INCREASE SHOPMEN'S HOURS

**Union Pacific Makes Improved Financial Showing.**

OMAHA, Neb., May 9.—(Special.)—The remarkable financial showing made by the Union Pacific Railroad for the months of March and April resulted today in an order being issued to increase the hours of 5000 shop men from 40 to 50 per week.

The net receipts for March were about $10,000 dollars less than for the same month last year. This report was made by the executive officials of the road but a few days ago, and carried with it an estimate that for April even a better showing would be made. This condition is considered remarkable in the light of stories of slackened business.

The order increasing the shop forces was the first result seen of the improved finances. The hours of these men were reduced during the financial disturbance, and they have worked short time all Winter. Several hundred more were discharged outright.

The stock of the Union Pacific has advanced 20 points in about two weeks as a result of the improved traffic and has carried the Southern Pacific stock with it.

At headquarters it was stated the company is preparing to meet a large demand the coming year for rolling stock, and all old cars and engines will be overhauled as fast as possible.

## TRAIN MANGLES LABORER

**Man Put in Boxcar Falls Under the Wheels.**

TACOMA, Wash., May 9.—(Special.)—After being released from the detention jail at South Tacoma and placed on a southbound freight train about 4 o'clock this morning by a patrolman, John Brown, an Austrian laborer 34 years of age, was in some manner thrown to the tracks and dragged for about a quarter of a mile.

Parts of his body were scattered along the track for several hundred feet and his watch and pocketbook were found a full quarter of a mile from his mangled body.

Just how he met his death will never be known. He may have been thrown from the train or he may have slipped and fallen. The policeman who placed Brown on the train said he put him inside a boxcar.

**AT THE HOTELS.**

**The Portland**—W. D. Owen, Boston; S. Bosdik, Seattle; C. Sieber, St. Louis; L. B. Sperry, Oberlin, O.; M. Levine, T. Ellison, J. E. Stebbins, New York; R. E. Nickoll, Milwaukee; R. G. Lind, London; C. B. King, Boston; W. G. Graves, Spokane; L. Moore, G. Finkle, F. MacIntyre, G. S. Grey, San Francisco; A. E. Havens, Chicago; H. S. Katt, Hongkong; Mr. and Mrs. H. Carmack, Iowa; Mr. and Mrs. H. L. Black, New York; Mr. and Mrs. G. G. Howe, Indianapolis; S. Robinson, A. F. Robinson, D. L. Upham, Berkeley; Miss O. L. Upham, Miss J. Upham, Duluth; H. B. Vongnoll, M. W. Vangwall, Chicago; G. Richardson and wife, San Francisco; J. S. Davies, Richester, N. Y.; W. R. Hunt and wife, San Francisco; M. Blumauer, city; J. F. Bradley, St. Louis; E. W. Howland, Milwaukee; N. N. Thompson, Boston; P. S. Mitchell, Cincinnati; S. B. Lane, New York; E. Perkins, Drain; R. P. Priest, Tacoma; R. J. Ringwald, E. Hardwick, Seattle; D. Levy, New York; C. B. Paddock, Chicago; A. L. Cohn, Seattle; I. J. Rohr, New York; W. J. Leavy and wife and child, Spokane.

**The Oregon**—R. Cowden, Silverton; Allen C. Stellmacher, Albany; M. C. Phillips, Corvallis; W. F. Faydon, Jefferson; C. Duncan, Tacoma; C. A. Brand, St. Paul; F. L. Stewart, J. S. Robb and wife, Kelso; George P. Coragin and wife, Spokane; F. M. Swift and wife, city; R. J. Baxter, Stillwater; John T. Albert, city; Thomas Carter, E. J. Jordan, San Francisco; George Self, city; W. S. Broderick, St. Paul; J. H. Hawley, Monmouth; A. N. Page, Hood River; F. L. Mary, Chehalis; H. W. Birnell, Chicago; W. Madison and wife, Tacoma; C. W. Brown, Salem; D. B. Blanton, New York; Charles Starks and wife, Frank Starks and wife, Morehouse; C. C. Hodges, Seattle; Lieutenant R. H. Goddard, San Francisco; G. F. Matthews, Tacoma; R. F. Hill, D. C. Tucker, city; E. R. Bryson, Corvallis; Lena L. Inman, Denver; D. J. Hanna, Minneapolis; John Baltoff, San Francisco; Mrs. O. A. Mallcott, Arbuckle; J. D. Gutes, Livingston; Adam Fazer Butler, Spokane; E. J. Sterling, San Francisco; E. S. McCord, E. E. Wheel, Seattle; John Richardson, Hoquiam; Joseph B. Dabney, Oakland; L. J. Corig, Missoula; John S. Mitchell, Los Angeles; Jay Wadhams, San Francisco; E. A. Little, Hillsdale; W. C. Estep and daughter, Peoria; R. Hooker and sons, Albert J. Loeb, Jacob Loeb, Jennette Loeb, San Francisco; W. E. Green, Denver; James H. Robb and family, Reno; Jesse Miller, Chicago; J. W. Wright and wife, Richardville; W. E. Ammann, San Francisco; Joseph A. Sloan, Seattle; William Harris, Cleveland; Ike Butler, Albany.

**The Imperial**—E. C. Ball, Ione; Mrs. M Roper, White Salmon; C. M. Mathews, Astoria; T. Wyman, city; Frank Tracey, Chicago; R. L. Miller, city; Anthony Jileh, Redding; R. E. Pasley, Montana; A. Hoffman, St. Louis; C. W. Estabrook, St. Paul; Bertha Herman, Hood River; Mrs. J. B. Hunt, Hood River; C. O. Young, Tacoma; C. A. Freese, Boston; Fred DeLano, Chicago; G. O. Goodale, Anna Bahngar, Salem; J. H. Phipps, Medford; T. G. Quinn, Baker City; W. J. Snodgrass, La Grand; B. M. Mitchell, Salem; C. F. Shortridge and wife, R. L. Langham, T. Byers, Tillamook; T. W. Gatch, Grace Gatch, Corvallis; R. D. McCarty, Eugene; W. T. Perkins, Salem; Geo. Dynan, Norris-Rowe; J. H. Calby, Canby; F. L. Holmes, city; J. L. Cook, Tacoma; P. W. Commins, San Francisco; W. W. Mitchell and wife, Salt Lake; B. C. Olinger, The Dalles; Dell R. Scullery, city; J. C. Turner, W. Norton, Airlie; H. W. Ireland, city; J. H. Sheldon and wife, St. Helens; C. R. Dalton, Boise; H. F. Bathford, S. D. Brown, The Dalles; Robert Jennings, Kelso; Frank E. Blair and wife, Eugene; P. E. Sheldon and wife, San Francisco; H. B. Bowles, Minneapolis; W. A. Williams, Forest Grove; Arthur Ward, Seattle.

**The Perkins**—Mrs. J. A. Sachs, Spokane; R. S. Roller, La Camas; A. R. Miller and wife, Idaho; Mrs. C. W. Wester, Augusta Wester, C. I. Boyles, Clem; L. A. Roach, San Francisco; G. B. Cook, San Francisco; Fred Kanwitz, Racine; John Norton, St. Paul; F. W. Suhner, Everett; Mrs. S. Harris, Couer d'Alene; Mrs. J. T. Taylor, Wallace; E. Gilliland, Hurdory, Cal.; O. L. Zentuer, Weed, Cal.; Mrs. W. E. Nowell, Fall River; Miss C. Bristol, Lapeer, Mich.; C. W. Harris, Chicago; Mrs. Ida M. Davis, Mrs. M. S. Osborne, Cornelius; George Cranger and wife, Spokane; J. S. Robert and wife, Kelso; J. L. Harris, Spokane; J. R. Wells and wife, Mrs. R. E. Gage, Canby; Mrs. L. Bell, Mrs. P. Bell, Tucson; Mrs. W. W. Papesh, J. E. Allen and wife, Kellogg; A. Reider, Davenport; John Medeer, Wasco; L. H. Burnhardt, Salem; J. M. Sachs, Spokane; Miss Conklin, Clifton; Lot L. Pence, Salem; Allyn Yocom, Sheridan; W. Ireland, Hillsboro; J. H. Douthit and wife, Shaniko; F. A. Bird, Kelso; J. H. Cherey, La Grande; H. Conger, Corvallis; J. M. Sachas, Jordan Valley; L. H. Burghardt, Salem; John Meiden, Moscow; A. Reid, Davenport; J. E. Altend and wife, Kellogg; Mrs. W. W. Papesh, Tacoma.

**The St. Charles**—M. C. Churchill, C. Brown, S. Churchill, Houlton; H. M. Frymire, city; Margaret Dupont, Houlton; Mrs. J. Armstrong, Sauvies; L. W. Fenwick, Amity; Ed Carl, Washougal; H. Snow, Gable; G. O. Sampson, Dundee; H. S. Potter, Battleground; J. Sautscher, San Francisco; N. H. Fletcher and wife, Goldfield, Nev.; J. Graff and family, Los Angeles; J. L. Smith, Klondike; T. H. Marlow, city; E. M. Gooch, Lebanon; D. Walters, White Salmon; R. T. Wessett, Camas; H. C. Cornelius, city; J. Taylor and wife, Deep River; J. Brown and wife, Tacoma; E. Mosher, Boston; A. E. Youcum, Estacada; S. A. Sherman, M. Cole, E. Allison, city; E. F. Hodson, Dallas; G. Rockey and wife, Rainier; W. H. Moon, Yocalt; E. M. Gooch, Lebam, Wash.; A. T. Menorin, Sterling City, Cal.; J. McWilliams, South Bend; C. Slocum, Ostrander; M. Purdin, Buxton; O. F. Kiser and wife, Mrs. G. J. Motter, Fossil; A. Mires, wife and daughter, D. P. Lindaich, Ellensburg; D. C. Gingrich, Albany; J. A. Lellyel, Palmer; W. L. Snider, Seattle; E. C. Russell, Coburn; F. L. Munger, Martin, Mich.; A. J. Douglass, S. R. Hunt and son, O. J. Hunt, Eagle Creek; A. J. Leonard, city; J. Peterson, J. M. Walsh, Groveland; J. O. Cameron and son, Hood River; J. S. Smith and son, Klondike; G. Meighon, city; M. W. Meighon, Oak Point; H. O. Mills, Newberg; J. Harris, Vancouver; E. Goodwin, Hood River; S. J. Fry and wife, Kalama.

**The Calumet**—Mrs. M. Miller, city; F. A. Clarke, Everett; Harry W. Millpaugh, Salt Lake; M. Mintz, New York; Robert A. Oswald, Seattle; E. J. Campbell, Walter A. Evans, Winnipeg; G. C. Brown and wife, Salem; W. R. Small, A. J. Hosburgh, Seattle; James Platter, Frank Havin, Kelso; Frank Lambert, Claremont; H. De Forrest, Blanche Nipling and child, H. D. Byers and wife, New York; T. G. Wray, Chicago; Mr. and Mrs. N. Cogley, Calgary; H. L. Davidson, New York; J. W. Riley, wife and daughter, The Dalles; R. R. Wallace, Astoria; G. E. Mish, city; P. Wright, Los Angeles; Lieutenant Duke, U. S. M. C.; H. L. Hawthorne, E. W. Ingalls and wife, Seattle; Misses Beardsley, New York; D. D. Hughes, Los Angeles; Mrs. Thomas B. Ackers, Tacoma; Mr. and Mrs. Frank Rae, New York City; E. Lowndale, Bridal Veil; William Frazier and wife, Tacoma; A. J. Hawkins, Seattle; Robert Z. Young, city; M. Yates, Eugene.

**The Lenox**—Harry Wood, John Ronan, Miss M. Ronan, Kansas City; J. A. Ball and wife, Gervais; Mrs. Munn, Mrs. Munn, McMinnville; J. N. Knight, George Mackie, Miss Mackie, Columbus; J. W. Morton, Fair Grounds; W. H. Haynes, Salem; Mr. and Mrs. B. Kelsey, The Dalles; Mr. and Mrs. E. Jones, S. D. Brown, Salem; C. H. Rhodes and wife, city; W. L. Kinpley, Spokane; Mr. and Mrs. H. M. Kinpley, Hood River; J. L. Mills, D. Norris, South Bend; E. J. Kless, Vancouver.

## ANNOUNCEMENT OF PRIZE WINNERS

**In the Eilers Postal-Card Contest, Which Has Created Widespread Interest All Over the Coast and Northwest, Cannot Possibly Be Made Until About the 14th or 15th.**

The judges—Mr. Hurlbut (San Francisco Bulletin), Mr. Howard (San Francisco Call), Mr. Rose (San Francisco Chronicle), Mr. Murphy (San Francisco Examiner), with Mr. George Mayerle, the expert optician and microscopist, as chairman, are giving the work careful examination. No doubt San Francisco "celebration" has caused a delay of a few days, but if contestants will bear with us patiently we will soon be able to announce the awards. As the contest for the prize pianos take in all the Eilers Stores, thousands of postals were received at the different points and forwarded to San Francisco, the headquarters for this contest.

Punctuation, Spelling, Correctness, and especially Legibility of the sentence, "Eilers stores sell the three foremost pianos of today—the Kimball, Chicago; the Lester, Philadelphia, and the Hobart M. Cable," and the number of times written are the factors to be used by the judges in deciding the contest.

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