for business, the holidays to be observed and the particular kind of soap the proprietors must use. There is hardly a possibility that the bill will ever be reached by the senate, but the author of these measures, together with those who supported them in the house, will go home after adjournment and tell the workingmen among their constituents how they stayed up nights at Olympia laboring for their interests.

The Wolf commission bill, which is merely the Turner bill resurrected, has not yet been acted on by the railroad committee. The committee will probably not report till Tuesday. It has ten days in which to keep the bill before making a report. It is understood that the committee will not report the bill either one way or the other until the senate disposes of the Canutt bill in a manner satisfactory to the bunchgrass members.

The house committee on appropriations went through the senate bill last night, making a number of reductions in the bill as reported to the senate. Land Commissioner Robert Bridges' estimates were not only left uncut by the committee, but additions amounting to several thousands of dollars were given him. The following changes in the bill will be reported by the committee:

Office—	Senate bill.	Amended by H. C.
Governor's private secretary	$ 3,000	$ 2,400
Postage and incidentals	1,500	1,250
Secretary of state—		
Recording clerks	$ 2,880	$ 2,280
Extra clerk hire	500	.....
Distribution session laws	500	400
Transcribing, etc	.....	500
Attorney general's office—		
Assistant attorney general	$ 3,600	$ 3,000
Stenographer and clerk	2,400	1,600
Supreme court—		
Contingent expenses	$ 7,000	$ 5,000
Commissioner of public lands—		
Bookkeeper	$ 1,440	$ 1,800
Extra stenographer	.....	1,440
Extra clerk hire	3,000	5,000
Clerk and secretary board	.....	1,800
Fees of state agents	.....	8,000
Coal mine inspectors—		
Expenses of board	.....	400
Western Washington insane hospital—		
Maintenance	$150,000	$140,000
Furniture	2,500	1,250
Eastern Washington insane hospital—		
Maintenance	$100,000	$90,000
Rebuilding boiler house	4,000	2,500

IN THE SENATE.

Canutt's Railroad Bill Passed With Numerous Amendments.

OLYMPIA, March 6.—Special.—The senate took up Canutt's railroad bill as amended by the senate committee this morning, and, after a struggle t at lasted all day, passed it. It was not the same bill this evening that was put before the committee of the whole in the morning, and its fathers were hardly able to recognize their child when the senate got through with it. Sections which those who favored the original bill claim contained the very vitals of the measure were removed entirely to make room for a substitute section offered by McReavy which raised the maximum rate from $4 to $4.25 per ton. Sections 2 and 3 were removed bodily. Section 4 was amended, and so the work of changing the bill went merrily on till the end was reached.

Crow, Runner and Yeend, Eastern Washington members, when the work of amending was completed, declared that the bill was of no use whatever to the farmers of Eastern Washington, but others say that it will give a material reduction of rates in all parts of the state.

Houghton tried to attach Turner's railroad commission bill as a rider to the bill, but the senate refused to consider it, and the attempt was defeated.

Conservative members of the senate say that the bill as adopted, while not radical, is a live and let live measure which will prove beneficial to the best interests of all parts of the state. It does not particularly favor any section or class.

The first business transacted in the senate this morning was the sending of the engrossed revenue and taxation bill, as passed by the senate, to the printer.

The senate after a long debate concurred in the house amendments to Houghton's beet sugar bill.

The senate went into committee of the whole to consider the Canutt railroad bill as amended by the senate committee. The rate of 60 cents per ton fixed in section 3 for hauling brick, stone, rock and coal for distances not exceeding sixty miles was claimed by Frink to be double the existing rate. Van Patten claimed that this rate might prevail on the Sound, but east of the mountains the rate was higher on account of the absence of water competition.

The first section of the bill reads as follows:

Section 1. No railroad company or other common carrier, its agents or employes, doing business within this state shall charge any person or persons or corporations or company or co-partnership for hauling or carrying agricultural products, as defined in this section, in car load lots, from one point within this state to another point within this state, at a rate exceeding $3.50 per ton for a distance of 350 miles or over; and at a rate exceeding $3.30 per ton for a distance of 300 miles; and at a rate exceeding $3.05 per ton for a distance of 250 miles; and at a rate exceeding $2.75 per ton for a distance of 200 miles; and at a rate exceeding $2.35 per ton for a distance of 150 miles; and a rate exceeding $1.85 per ton for a distance of 100 miles; and at a rate exceeding $1.25 per ton for a distance of 50 miles; and at a rate exceeding 35 cents per ton for a distance of 10 miles, and at a rate exceeding a proportionate sum of the foregoing fixed rates for intermediate distances of the foregoing fixed distances; provided, that no charge for carrying or hauling freight aforesaid, in car load lots, in this section mentioned shall exceed $3.50 per ton from any point within this state to another point within this state. "Agricultural products" mentioned herein is defined to be and shall be held to be and include corn and grain of all kinds, and flour and feed, and millstuffs, and flax seed, and hay compressed in bales.

McReavy offered the following as a substitute for section 1:

No railroad company or other common carrier, its agents or employes, doing business within this state, shall charge for hauling agricultural products, as defined in this section, in car load lots, from one point within this state to another point within this state, at a rate exceeding $4.25 per ton for a distance of haul of 300 miles or over, and at a rate exceeding 90 per cent. of the rate actually in effect on June 2, 1897, for any distance of haul less than 300 miles. Provided, that no charge for hauling freight aforesaid, in car load lots, in this section mentioned shall exceed $4.25 per ton from any point within this state to another point within this state. "Agricultural products" mentioned herein is defined to be corn, grain of all kinds, flour, feed, millstuffs, flaxseed, hay compressed in bales, and hops in bales.

The McReavy rate was fought by Crow, who said that the bill had been under consideration by the committee for two weeks. There was a reasonable profit to the railroad company at $2.75 per ton, but rather than have a row he was willing to allow $4.

The amendment, McReavy said, was offered in all fairness. Taking all the difficulties under which the railroads labor, he considered that his amendment was fair to the people and the railroads.

The rate, said Miller of Walla Walla, was fixed by the committee at $4, and he hoped that McReavy's amendment would not prevail.

Deckebach said that the Great Northern would haul wheat to Everett, because of its shorter route, for $3.52 per ton. The Oregon Railway & Navigation Company and the Northern Pacific would have to make the same rate to Portland and to Tacoma. He thought the amendment made by McReavy fairer than the one of $4 by the committee, and he would favor it.

"I believe," said Plummer, "that it was rumored that the man who drew that bill, a lawyer from Whitman county, framed it so that the courts would knock it out. He went around and told people that he could put in or take provisions out of the bill. I do not wish to simply vote for a bill and go home and tell the people what I have done. I want to vote for a bill that will be effective, and therefore I will support the amendment offered by Mr. McReavy."

In answer to a query, Crow said that the railroads hauled freight from Genessee to Tacoma, a distance of 520 miles, for $4.75 per ton.

Dorr asked why a railroad company could haul freight for less from St. Paul to Seattle than from Spokane to Seattle.

Deckebach replied that it was the competition that made this possible. Spokane was further away from Portland than the Palouse country, and if the rate was fixed at $4 per ton from Spokane, the rate would be $3.52 per ton from the Palouse country. This would help the O. R. & N., which had to haul 150 miles, a longer distance, and yet had to haul for the same price—$3.52—that the Northern Pacific did.

Houghton claimed that the legislature could not legally fix a rate for a haul of 350 miles and then compel a company that had a 600-mile haul to do the same work for the same price per ton. He claimed that it would be unconstitutional.

Miller of Thurston said that there were 3,000 farmers in the Palouse country, and that the reduction made by the bill reported by the committee meant about $90,000 to them and a corresponding loss of $90,000 to the railroad companies. This, he thought, might be too much, and therefore he would support the amendment offered by McReavy.

The committee, said Dorr, had tried to fix a rate for competing points, and beyond these a blanket rate.

Warburton said he did not know much about railroads, but he did know that they were not getting rich out of this state. He was willing to vote for a 10 per cent. reduction.

If it was in Plummer's power and he could do so, he would be willing to make the rate $2 per ton. "The railroad companies want you to cut and slash so that they can go into the courts and have the law declared invalid," said he.

Van Patten—If the railroad companies want us to cut and slash rates, why do they come here and fight such cutting and slashing?

"I don't know," said Plummer, "none of them have been to me."

Van Patten—They were before the committee.

"What I want," said Plummer, "is a law that will stand and be a benefit to the farmers."

Van Patten—The farmers in Eastern Washington are not making one-half of 1 per cent, while the railroads want to make 5 or 6 per cent. Will the courts discriminate in this case? If the courts are one-sided I want to know it. I want to get a rate that the railroads would agree to, but still I think that the railroads should haul at a profit. I do not want to hurt the railroads, but I do not wish to leave it in their power to take the farmer's crop and charge so much on his crop, as they did, that he received not one cent for his year's work. I want a law that will be fair to the people and fair to the railroads."

"The railroad companies," said Deckebach, "are willing to make concessions, and the conservative element in the senate can frame a bill that will meet with their approval."

"This bill," said Frink, "is calculated to give relief to the farmers of the state. It gives a large preference to a small portion of the community. The farmers in the farming regions have plenty of roads, so that a farmer does not have to haul wheat over twenty-five miles to a railroad. If you make the rate too low you can, of course, make the railroads in the country haul the products at the rates made, but you will prevent other railroads from building new roads in sections of the state that now have no railroads. We propose to give to the 3,000 farmers in the Palouse and Walla Walla countries $180,000. Who has made money in this country in the last year? Why, these very 3,000 farmers in the Palouse country. The loggers suffered ten times as much as the farmers from the extortion of the railroad companies, and yet no one has yet raised his voice in their behalf. I am in favor of the McReavy amendment."

Hall said: "Mr. Plummer has taken occasion to cast a slur on the chairman of the house committee on railroads. It was claimed that one reason why the Republican party was defeated, the bill of two years ago was framed by an attorney of Spokane and the highest rate was $2.62 per ton. The present bill makes a rate of $4 per ton, and yet we find members of the reform party opposing it. Let them do it if they want to. As I understand it, they want to substitute a bill drawn by an attorney from Spokane for the one under consideration."

Plummer denied that he intended to cast any reflection on any one. He had simply made a statement as to a rumor that was current upon the streets.

"The people of Port Angeles are in the business of building railroads," said Wilson. "They have built a dozen on paper during the past four or five years. We need railroads in our section, and hence I desire to see the railroads make a fair profit to the end that railroad building might not be stopped, and Port Angeles, which they proposed to make the largest city on the coast, be deprived of a railroad. I will, therefore, support McReavy's amendment."

An impassioned plea was made by Crow in favor of the retention of section 1 of the bill as it was reported by the committee. He was not on the floor of the house as a beggar, but as a representative of the farmers and citizens of the state of Washington. Not a single good argument nor a fact or figure had been quoted by those who favored the McReavy amendment. On the other hand, he said he had quoted facts and figures that showed that the railroads could haul for $4 per ton and make a profit.

The question when voted on resulted in the adoption of the amendment submitted by McReavy—yeas 19, nays 13.

On motion of Paul section 2 was stricken from the bill by a vote of 16 to 12. The section thus stricken out is as follows:

"Sec. 2. No railroad company or other common carrier, its agents or employes, doing business within this state, shall charge any person or persons, or any corporation, or company, or co-partnership, for hauling or carrying live stock, as defined in this section, in car load lots, from one point within this state, at a rate exceeding $50 per car of twenty-eight or more feet in length for a distance of 350 miles or over, and at a rate exceeding $49 per car of twenty-eight or more feet in length for a distance of 300 miles, and at a rate exceeding $47 per car for a distance of 250 miles, and at a rate exceeding $44 per car for a distance of 200 miles, and at a rate exceeding $39 per car for a distance of 150 miles, and at a rate exceeding $33 per car for a distance of 100 miles, and at a rate exceeding $26 per car for a distance of fifty miles, and at a rate exceeding $16 per car for a distance of ten miles, and at a rate exceeding a proportionate sum of the foregoing fixed rates for intermediate distances of the foregoing fixed charges; Provided, That no charge for carrying or hauling freight aforesaid in car load lots in this section mentioned shall exceed $50 per car from any point within this state to another point within this state. Live stock mentioned herein is defined to be and shall be held to be and include hogs, cattle, horses, sheep and mules."

Deckebach moved to strike out section 3. Keith and Davis favored the amendment, and Miller opposed it. Miller asked the senators if they wished to kill the bill; if so, to do it like gentlemen, and not by degrees. The motion to strike out section 3 was carried. It is as follows:

"Sec. 3. No common carrier operating a line of railroad in this state shall charge for hauling coal, rock, brick, stone, gravel, drain tile or sewer pipe in car load lots from one point in this state to another point in this state at rates exceeding the following, to-wit: 60 cents per ton for distances not exceeding twenty miles, and for each mile of distance in excess of twenty miles and up to a distance of fifty miles, two-thirds of 1 cent per ton; and for each mile of distance in excess of fifty miles and up to a total distance of 100 miles, three-fifths of 1 cent per ton; and for each mile of distance in excess of 100 miles one-half of 1 cent per ton."

Senator Lesh offered the following substitute for section 4, and it was adopted:

"No railroad company or other common carrier, its agents or employes, doing business within the state of Washington, shall charge for hauling fruit in boxes, barrels or crates, and potatoes, onions and vegetables of all kinds in sacks, boxes or barrels, and eggs, in boxes, barrels or cases, and butter in boxes, barrels or pails, and cheese, tallow and lard in barrels, kegs or cans, and wool in sacks, in car load lots, from one point within this state to another point within this state at a rate exceeding 85 per cent. of the rate charged by said railroad or carrier for hauling or carrying a like kind of freight on the 2d day of January, 1897, on the basis of the rate charged by the Northern Pacific Railroad Company on the 2d day of January, 1897. The said companies and carriers shall be required to receive and transport any or all the products mentioned in this section in mixed car load lots at the highest rates applicable to any product contained in any such mixed car loads."

Dorr opposed the substitute for the reason that it benefited Lesh's district to the detriment of the Western Washington fruit growers. West of the mountains, he said there were no car load lots shipped to the cities.

Lesh said they were the highest charged in the state, considering the value of the articles.

Crow asked Lesh why it was that two years ago he voted for the Helm bill, establishing a rate of $3.30 per ton on wheat, and this time voted for a rate of $4.25, and Lesh replied that he did so on a compromise in order to get the Yakima products included in the bill.

Warburton supported the amendment.

Crow said he believed the only object of the senators in making the amendments was to kill the bill by loading it down so that its friends could not vote for it. The amendment was adopted.

High offered an amendment to section 8, as follows:

"Provided, that nothing contained in this section shall require any railroad company or common carrier to deliver any freight to a competing line to be hauled to the point of destination of such freight, when the carrier receiving such freight is able to haul or cause the same to be hauled at the same rate over its own line or lines connecting with such receiving carrier of traffic agreement."

Deckebach offered an amendment striking out section 10, in relation to what shall be prima facie evidence of violation of the act by the railroad company; carried.

Crow became wrathy and moved that the committee of the whole rise and report the bill back to the senate with the recommendation that it be indefinitely postponed. The motion was lost.

Deckebach offered an amendment to section 11 striking several lines out of the section which prevented roads from receiving a bigger sum for a long than a short haul. Carried.

Deckebach offered an amendment to section 12 providing that the act shall not prohibit the granting of emergency rates lower than those mentioned. The section provides that railraods shall not discriminate in the matter of rates. The amendment was carried.

Dorr offered an amendment including logs, lumber and lumber products in section 4, providing for a reduction of 20 per cent. on the rates prevailing January 2. Carried.

Plummer offered an amendment to section 17 providing that in appeals from the superior court the facts shall be certified to the supreme court and the case tried in that court upon its merits. Carried.

Baum had an amendment to section 21, as follows:

"Nothing in this act shall apply to any railroad within this state which does not exceed 150 miles in length or to any extension or branch of such railroads or new railroads hereafter constructed; and the building of extensions or branches of any such railroad shall not have the effect of bringing any such railroad within the provisions of this act."

Baum explained that they wanted a railroad in Okanogan county, and did not want a law passed which would prevent one from building. The branch expected would be from the Washington Central.

Plummer favored the amendment.

Lewis moved to strike out the appropriation of $5,000 for attorneys' fees; defeated.

The commitee of the whole then rose.

Houghton offered an amendment to strike out sections 17, 18 and 20, and substitute Turner's railroad commission bill, which is known as H. B. 258.

Miller of Walla Walla said this amendment would drag the bill down to defeat. Crow asked Miller if he could buoy his hopes to the point of believing that this bill could become a law.

Runner said the bill would not help his county a bit.

There was considerable dejection in Crow's manner when he arose and said that the bill would give no relief to the Palouse or Spokane sections. Under the amendment offered by Baum, the branch roads could charge what they wanted to for hauling wheat, as they were excluded from the operations of the bill. He said:

"If you think this bill will help the people of Eastern Washington, you are mistaken. I will not vote for it."

There was anger in the manner of Yeend of Walla Walla when he arose to speak.

"This bill," he said, "wipes my section out of existence so far as any relief is concerned. I warn the senators of Western Washington that they have not stood by us in this matter as they ought to. Well, we will send our wheat to Portland and buy our lumber and groceries in Portland."

Frink said that the people of Eastern Washington would not do as Senator Yeend said they would. They would buy where they could get things the cheapest and sell their wheat and products where they could obtain the highest price. He held that nine-tenths of the state should not suffer in order to benefit the one-tenth represented by the wheat growers. He considered a reduction of 10 per cent. a good big reduction in the rates. The railroads, he declared, are not making money, which was shown by the fact that all of them nearly have been in the hands of receivers.

Dorr claimed that the legislature alone had the power to fix rates; that if a commission was appointed it could have no power.

Houghton said the bill had been cut to pieces till it was of no use whatever, but if this amendment were adopted it would be some good.

Houghton's amendment was defeated. Baum, Hill, Houghton, David Miller and Plummer voted yea.

The bill then passed—yeas 31, nays 2. Crow and Runner were its only opponents. Yeend, Taylor and David Miller voted yea under protest. Wilson gave notice that he would move to reconsider.

There was considerable excitement occasioned over the claim that in reporting the bill from the committee of the whole to the senate the amendments were lost, and it was claimed that the bill was therefore passed without the amendments. This, however, was a wrong impression. The procedure was regular and was as follows: Plummer made a motion that the bill be placed upon its final passage. Megler amended with a motion that the reading of the bill in the committee of the whole be considered a third reading in the senate and the bill be placed on its final passage as amended by the committee of the whole.

Plummer accepted the amendment and the bill was placed on its final passage and passed.

At 6 o'clock p. m. the senate adjourned till 7:30 p. m.

When the senate convened at 7:30 o'clock Frink offered a memorial from the Seattle city council, asking that the legislature pass the bills in relation to cities of the first class. Referred to the sifting committee.

S. B. 15, by Easterday, an act abolishing the offices of municipal judges and clerks of cities of over 20,000 inhabitants, was taken up.

Warburton moved to indefinitely postpone, and Easterday supported his bill in an able speech of half an hour. Range supported Warburton's motion, and Houghton strongly supported it.

Warburton had a bill to abolish one of the justices of the peace in the cities, and it was Taylor's desire to have both Warburton's and Easterday's bill adopted, as he claimed that it would save the City of Destiny $10,000 a year. Loomis made a strong speech in favor of the indefinite postponement of the bill.

"It is not an argument against these men," said he, "that they are here trying to prevent what they conceive to be a ring against them."

"I am very sorry to say," said Frink, "that my duty compels me to be on the side opposite my colleague, Senator Lewis, but I always do my duty to my constituents. We have before us a petition from the city council requesting that the municipal court be retained. I hold in my hand a petition from over 600 of the leading business men of Seattle asking that the court be abrogated.

After some further debate the motion to indefinitely postpone was lost—yeas 13, nays 17. The bill when placed on final passage did not pass, as it failed to receive a constitutional majority. The vote stood: Ayes 16, nays 12. Taylor gave notice that he would move for a reconsideration.

H. B. 251, by Hansen, excepting the proceeds of life insurance policies from execution, was taken up and passed—yeas 28, nays 1.

The senate went into a committee of the whole to consider H. B. 260, by Merrifield, making an appropriation of $190 for the relief of T. M. Alvord. The bill was reported back by committee of the whole without amendment and passed—yeas 21, nays 7.

S. B. 220, by Easterday, providing for the appropriation of $4,589.60, for the relief of the Union Savings Bank and Trust Company, of Tacoma, was taken up. The bill is to reimburse the bank for funds advanced by it to plat the tide lands in the Tacoma harbor. The bill was reported back to the senate favorably and passed—yeas 30, nays 0.

S. B. 236, by High, reducing the salary of the secretary of the state board of health from $1,200 to $100 per annum, was taken up. It also provides that his actual traveling expenses shall be paid. The bill was considered in committee of the whole and, on being reported back to the senate favorably, was passed—yeas 25, nays 3. Lesh gave notice for a reconsideration.

The senate adjourned at 10:20 o'clock until 9:30 o'clock a. m. on Monday.

IN THE HOUSE.

Irrigation Bond Bill Swamped Amid Much Pleasantry.

OLYMPIA, March 6.—Special.—The house passed the morning session in considering the Likens bill, amending the law relative to cities of the third class.

Likens succeeded in getting the bill before the house this morning, despite the opposition of Fritz of Snohomish, who waged a bitter fight against the measure. Among the changes proposed by the bill, as drafted by Likens, was to increase the power of the mayor, making the offices of city attorney and marshal appointive, instead of elective as now. Remedial provisions in the law relating to levying assessments for local improvements were incorporated in the bill, among them one authorizing the formation of improvement districts as in cities of the first class.

Geraghty offered an amendment making the offices of city marshal and that of the city attorney elective, as now. This provoked a row, in which Warner and Fritz exchanged personalities. It came out that there was a bitter factional feud in Everett, where Fritz conducts a saloon. The saloon question had become mixed up in local politics, and Fritz wanted the city marshal left an elective office, as now. It came out that the mayor of Everett was politically against Fritz. After more than a half hour had been taken up with debate on the amendment it was adopted, Likens finally giving in in order to save the bill. Here the noon recess intervened.

On reconvening Fritz took the floor against the bill, and roundly scored Warner and DeMattos for endeavoring to get the legislature to pass an act which he held was not only undesirable, but a menace to a large number of the people of the state. He moved the indefinite postponement of the bill, but Warner raised the point of order that an amendment was pending. Fritz immediately moved to table the amendment, which carried by a vote of 27 to 24, thus killing the bill.

The following bills were passed:

By Pierson, No. 321, providing for the distribution of public documents.

By A. S. Bush, No. 162, providing for the preservation of natural oyster beds. This is one of the most important measures yet acted upon.

By Kittinger, No. 414, amending the law relative to the collection of assessments for local improvements.

By Kittinger, No. 413, relative to the renewal of retaining walls and bulkheads.

Guie opposed the latter bill. He said:

"The bill as originally drawn applied to any incorporated city or town in this state, but the managers of the bill realized that they could not get your votes if they allowed it to remain that way. They knew that the representatives from the third and fourth class cities would not support the bill, because if they did it meant utter ruin to the property owners in those smaller towns. The bill was ingeniously and shrewdly amended so as to apply to cities of the first class only. Now, the same reasons which would have forced you to vote against this bill, had it remained in its original form, when it included any incorporated city or town, should prevail when the bill applies to cities of the first class only.

"This act provides that the construction, maintenance and renewing of bulkheads and retaining walls and other improvements found to be necessary, shall be made a charge against and collected from the abutting street. When property owners open a street, build bulkheads and retaining walls and dedicate them to the public and the public wears them out, the public, or the assessable property, should bear a share in rebuilding those bulkheads and other improvements. Under the law passed by this house day before yesterday, if these property owners do not pay the assessment for improvements levied against their property, when it falls due, the property can be sold within ten days without even giving the owner his day in court. These proposed improvements relate principally to the streets most used; streets over which the traffic of the cities travels: the first streets to be worn out; and while the act exempts from assessment every one who owns no property within the improvement district where these improvements are to occur, it means the depriving and forcing from the owner his property, and is manifestly unjust, and property owners in my city are pouring letters and petitions in here praying that this burden be not thrust upon them."

H. B. 412, by Kittinger, authorizing county commissioners to expend a portion of the road funds for the improvement of streets.

These bills, 412, 413 and 414, were introduced at the request of the city council of Seattle.

C. P. Bush's bill, No. 75, providing a method for the reclamation and irrigation of arid lands, was passed, 40 to 23, barely receiving a majority. It appropriates $12,000 and creates the office of commissioner of irrigation. A scheme of warrants to be issued in payment of work in reclaiming the land is incorporated in the bill, which has been fully noticed in these columns.

Following Bush's bill came Land's bill, No. 108, providing for the issuance of $500,000 in bonds, drawing 5 per cent. interest, payable in New York. These bonds are to be issued on the arid lands and expended in payment of contractors' bills for placing the land under a system of irrigating ditches.

Warner took the floor and vehemently denounced the bill. He said:

"I have already warned this house against this bill, which is a gigantic steal. I want to tell the members of the fusion party in this house that every one of you who votes for the bill will never be sent back here, and the party will be damned forever! Do not say you were not warned in time."

Hodgdon raised a great laugh by asking:

"Is it possible for the fusion party to be damned by this bill any more than it has been damned by the presence of the gentleman from Snohomish?" (Warner.)

Powell, replying to that part of Warner speech in which he said the Populists were imitating the Republicans, whom they had called thieves, in issuing bonds in time of peace, said:

"I desire to correct the impression that might have been made by the remarks of the gentleman from Snohomish. It is true that the Populist, while following his plow, cursed the Republicans as thieves, but now that he has been to the legislature and is about to return to his constituents, he has not the face to say it. He does not presume to be more severe than to repeat to his silver Republican co-agitator the chiding of Falstaff to Prince Hal:

"'Thou hast done much harm upon me, Hal; God forgive thee for it. Before I knew thee, Hal, I knew nothing; and now am I, if a man should speak truly, little better than one of the wicked.

* * * * * * *

"'But, Hal, I prithee, trouble me no more with vanity. I would to God thou and I knew where a commodity of good names could be bought.'" (Great laughter.)

Hodgdon—Has the Republican party any good names to sell?

Powell—We have, my brother from King, good names in abundance; but, thank God, all that are for sale have left us. (Renewed laughter and applause from the Republicans.)

On roll call the bill was defeated—yeas 36, nays 27, the bill not receiving a majority of the house. The roll call:

Yeas.

Baker, S. W.	Lusher
Bush, C. P.	Mitchell
Bush, A. S.	Moore
Carr	Nelson
Conine	Parker
Couch	Pierson
Day	Rader
Edwards, J. O.	Ross
Freeman	Smith, J. B.
Forbes	Smith, P. M.
Gerry	Stafford
Hansen	Tobiassen
Hargrave	Winsor
Hicks	Wilkeson
Hodgdon	Way
Irwin	Witt
Jory	Windust
Land	Mr. Speaker.

Nays.

Ames	Lindstrom
Clapp	Marshall
De Mattos	Mentzer
Edwards, J. M.	Merrifield
Guie	Phelps
Geraghty	Powell
Hagadorn	Richmond
Hooper	Scott
Johnston	Stuhrman
Kincaid	Struve
Kittinger	Thacker
Levin	Warner
Libbey	Williams
Likens	

Phelps' bill, appropriating $20,000 for the construction of a wagon road from Marcus, in Stevens county, to Marble Mount, Skagit county, crossing the Cascades through the Cascade pass, was passed—yeas 51, nays 11. An emergency is declared.

The house committee tonight reduced the appropriation of the state university to $60,000. The legislature of 1895 appropriated $96,000. Despite protests from Warner, Merrifield and Mitchell the "bunchgrassers" persisted in knifing the appropriation down to the figure named. Other state institutions also suffered, the Eastern Washington institution being favored, for the reason that members from that section predominate on the committee.

Prepare

For spring. It is a trying season. If it finds your blood impure, impoverished, weak and thin, you will be tired, dull, languid and an easy victim of disease. Do not wait till these troubles overtake you. Take a course of Hood's Sarsaparilla now. This medicine will fit you

For Spring

It will make your blood rich, pure and nourishing; cure that tired, nervous feeling, enable you to sleep, give you a good appetite. Thousands have been saved from or cured of disease and thousands are kept in good health today by Hood's Sarsaparilla. It will do as much for you.

Hood's Sarsaparilla

Is the best—in fact the One True Blood Purifier.

Hood's Pills cure Liver Ills; easy to take, easy to operate. 25 cents.

Picking up Knowledge

Is easy enough if you look for it in the right place. This is the right place to learn just what to do for that debilitating condition which Spring always brings. Do you want to be cured of that languid feeling, get back your appetite, sleep soundly, and feel like a new man?

Ayer's Sarsaparilla

will do it. It has done it for thousands. It has been doing it for 50 years. Try it.

Send for the "Curebook." 100 pages free. J. C. Ayer Co. Lowell, Mass.

Go to any grocer and ask for *Schilling's Best* tea: Japan, English Breakfast, Oolong, Ceylon, or the Blend.

He will pay you your money back if you don't like it.

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San Francisco 399

"And the Spring comes Slowly Up this way."
—Coleridge.

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Spring Season, 1897.

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Our Annual Spring Opening

—ON—

Tomorrow, Monday, March 8.

In presenting our peerless assortment of novelties for this season, we respectfully request our patrons and the public to bear in mind that our purchases are not made at the dictation of any one jobbing house, but are selected by skilled and experienced department buyers, where and from whom we please—from first hands only—purchased on the best terms for cash, and embrace every fashionable novelty in

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LACES AND EMBROIDERIES,
LADIES' DRESS SKIRTS,
LADIES' CAPES AND JACKETS,
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RIBBONS AND LACES,
UMBRELLAS AND PARASOLS,
TABLE DAMASKS, ETC.,
TABLE COVERS, PORTIERES, LACE CURTAINS, ETC., ETC.

No firm on this coast can purchase goods cheaper than we can, and no firm on this coast will sell them at lower prices.

Every lady who visits our store tomorrow, Monday, March 8, will receive a pretty souvenir of

Our Annual Spring Opening.

Goods will be sold as usual, but we shall take pleasure in showing goods, whether ladies intend to make a purchase or not.

EVERYBODY WELCOME.
SEE OUR WINDOW DISPLAY.

Special Tomorrow,

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100 pieces Organdy Dimity in all the leading shades, wide widths and reproductions of 40c goods in style,

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