# CONTRABANDERS IN EASTERN WAR

## Adventurous Americans Took Desperate Chances for Big Profits.

## SHIP PAID FOR IN ONE VENTURE

### Thrilling Narrative By An American of a Side of the War Never Before Published.

The present Russo-Japanese war in Manchuria, as might well be expected, was loadstone enough to attract numerous adventurous spirits to the Orient, some for the excitement of actual warfare in the hope of attaching themselves to either one or other belligerent's forces; others to chase the nimble dollar by supplying the contestants with the sinews of war in the shape of commissariat supplies, etc., this class going under the name of contrabandists or blockade runners. There were others, those with money to spend, who went there just for the sake of breathing the sanguinary atmosphere of warfare.

Of the foregoing three classes the former and the latter were badly left, whilst the intermediate parties reaped a glorious golden harvest. Those aspiring to military fame under the flag of the rising sun were politely told when offering their services that no foreigners were required. Japan had men and to spare, and intended fighting her own battles, whatever the outcome; in fact, all foreigners holding commissions in either the naval or military forces of the Mikado were retired at the commencement of hostilities. Those individuals who went out to "see the fun" were not allowed within sound of the big guns, much less within smell of powder; there was no room for them.

During the early stages of the war, when Port Arthur was already beleaguered by land and sea, but still with a larder full of good things and loudly boasting she could hold out for years, there was no particular use for contrabanders; but later on, when the Russian forces were still occupying Newchwang, there was quite a flutter in shipping circles in Shanghai. The brothers S——, of Cuban ante-bellum fame, were the first to put in an appearance, hoisting their shingle in one of Shanghai's most prominent thoroughfares, being the first in the field, and having a certain reputation in the trade they were able to catch the Russian eye, custom and cash. Their first operation, which, by the bye, was done quite off their own bat, was said to be so successful that it paid the price of the ship and left a $50,000 (Mexican) profit to boot. In the operations they carried on later they stood to lose nothing, cargo delivered or captured, but were paid on a percentage basis for safe delivery by the Russian authorities. There was also a good margin of profit between seller and shipper, for, sad to relate, the Russians were most unmercifully squeezed on all sides, and seemed to care little what price was paid, provided they got the goods.

The reader may now begin to wonder when the title of this article is going to be justified, bear with me a little and you'll strike oil. Talking of oil it was towards the end of June, 1904, or the beginning of July that rumors floated down to the London of the far East that kerosene was scarce in Vladivostock, and it was the writer's fortune to come across one of the Russian agents, being shipping clerk to a large corporation handling that commodity at the time. An offer was made to ship 200,000 cases to Vladivostock at *Tls. 3.75 per case, the offer did not state what brand of oil and at the time there was plenty of Russian in port that could be purchased for Tls. 1.85 per case, less five per cent. for cash. There was plenty of tonage in port to undertake such a trip, rates were high, but even allowing for that and insurance, there was a clear profit of Tls. 150,000 to be had on the deal, and the whole business could have been concluded in a month at the outside. There was no one, however, to finance the deal and it went elsewhere, and consequently my contemplated rise to the rank of the gold bugs was knocked on the head.

*A tail is worth one and a third dollars Mexican.

From now on the contraband trade grew fast and furious in Shanghai, and it became necessary for the Japanese to keep their eyes skinned for ships of a doubtful character leaving port. There were numerous individuals entering the lucrative business, and the bulk of them, Americans.

There were numerous captures made, the ships clearing for any and every destination, except the port they wanted to reach. The Japanese system of espionage gradually unfolded before my eyes, and it became evident that a sleek eyed Oriental who sat opposite me at table in the same boarding house, was mightily interested in shipping and not altogether from a disinterested point of view, asking pertinent questions anent the movement of ships, their cargoes, etc. The house alluded to was one largely patronized by officers of the mercantile marine and crumbs of information were readily picked up at meals.

About the time the Askhold and Grosvol made their memorable trip from Port Arthur and brought up in Shanghai much the worse for wear, the former with a jagged hole just above the waterline that a coach and four could be easily driven through, there were several vessels in harbor ready loaded for an unknown destination, and this trade was carried on intermittently until the fall of Port Arthur, when the bottom dropped right out of the trade, for the Japs had plenty of war ships available to keep a close watch on vessels of a suspicious character. The trade, however, took a new lease of life with the approach of the Baltic fleet and the local shipping companies were able to dispose of the worn out and obsolete ships at prices which would allow them to be replaced with new and up-to-date vessels.

It was now, from the staff of a local paper, the writer was able to be of material use to the Japanese and given a commission to furnish them with certain information, and what was done will hold over to a future date.

II.

Undoubtedly one of Japan's chief aims from April up to the time of the big sea fight which decided the fate of the Russian Armada on May 27th and 28th, was to keep Admiral Rojestvensky from replenishing his stock of coal and fresh water, to say nothing of edible supplies, in fact the object to be striven for was to keep the fleet in as low a state of efficiency as possible. It gradually became harder to pass material through the Chinese Imperial Maritime Customs, that was contraband of war, and all sorts of devices were employed by the Russians and their agents to get away supply ships to meet the fleet either in the vicinity of Saigon or on the high seas. This state of affairs was largely brought about by the appointment of a Japanese naval officer to organize, and also an old Japanese resident of Shanghai who knew the ropes and could put his hands right on the men who could supply the desired information or, being given instructions could work up the case from bed rock.

Numerous coast pilots were engaged, who were competent to navigate large vessels through the Haeting and Tatisuma Straits and shipped south, the Russians agreeing to deposit £1,000 to the credit of each on sailing, and pay a salary of £2 per diem as long as engaged. The Japs were thus able to form a pretty accurate idea of the Russian intentions—i. e., to come up the China coast instead of on the outside. One of these pilots was in the pay of the Japanese and kept them pretty fully posted.

The Russian vessels interned in Shanghai were a continual thorn in the side of the Japs; in fact, Matsuwaka, who was acting temporarily as consul general during Ortogeri's absence, is reported to have said that if there was any "fool pidgeon" whilst he held the reins he'd just wire to Tokio for a cruiser and a couple of destroyers and take them right out. In justice to Matsuwaka the following is reported to have been said on the return trip up stream from a luncheon given on board the Minnesota on the occasion of her first trip to Eastern waters. It was fortunate that this fire-eater had been relieved by Ortogeri's return on a memorable Sunday in May, when, there being an exceptionally high tide, the Askhold took it on herself to slip her shore moorings and wharp out to a buoy in midstream. This was the signal for the Chinese gunboat, placed to guard her and her consorts, the Manjour and Grosvol, to clear for action, run out their guns, and load prepared for eventualities. The situation was critical, and was still further strained when, at the turn of the tide, the Manjour's forward mooring parted and the gunboat swung round with the receding tide. The tug Atlas, going to her assistance, ran foul of her ram and had to be beached. In the meantime news had been carried to the Chinese Taotai that the Russian vessels were about to run the gauntlet to the sea. The Taotai came down in state, and matters were eventually satisfactorily explained.

It may seem a small thing when one is seated comfortably on the other side of the world, but, for a time, the population of the international settlement was much exercised as to the ultimate plans of the interned vessels. They were not down at the mouth of the river, but away up stream above the town, and, if there was such a thing as a naval engagement, the residents stood the chance of getting a veritable bombardment. There was hardly a day passed but some mention was made in the local press either that they had completed coaling, got duplicates of the vital parts of their machinery or secured new breech blocks for their guns. These statements were vouched for as true by the Japs, and it was well known that sundry cases of machinery had reached one of the Russian agents; again one of the engineers who superintended the repairs to the Askhold is reported to have stated that only one set of valves was removed when the vessel was interned, and that she had another full set on board which only needed fitting. After the fate of the fleet was decided, there is no doubt that residents could sleep much more comfortably in their beds, knowing that there was not nearly so much chance of the town tumbling about their ears.

III.

We pass on now to the strenuous days towards the latter end of May, when Woosung was invaded by a fleet of Russian transports, but before this is recorded another little incident is worthy of mention.

Two fast coasting vessels were purchased from Butterfield and Swire and fitted out as press boats. One of these particularly attracted the attention of the Japanese secret service, and it was ascertained that, although sailing under another flag, she was no more or less than a Russian spy in disguise, and probably carried that flag in her locker, the Russians having paid the handsome sum of 30,000 taels towards her outfit. The vessel was instructed to find out the location of the Japanese fleet and then bear the information to the Russians. It was easy enough, knowing the vessel's plans, to arrange for her to see the fleet just where the Japanese wished her to, but then it was also necessary to know what information the Russians received and instructions were given to get this at any cost.

To this end the Japanese agent (i. e., the writer) got the refusal as a newspaper correspondent, of a trip on the boat for 20,000 taels per month; this was a bit steep, but the best terms procurable. It did not, however, suit the Japs, as it was most important to keep from changes in the service at Shanghai at this stage of the game. Eventually an arrangement was drawn up, signed, sealed and delivered, wherein it was arranged a certain party was to get the same telegrams at $5 per word, inclusive of telegraph charges, putting up $500 as an earnest of good faith, on account of information expected. To make a long story short, the vessel got away, clearing for Hongkong; the next news came from Tsingta, which is north, in a message from her some days later. She had been watched without knowing it by the Japs and saw the Japanese fleet in the Korean Straits in quite a different position from where it was found by Rosjestvensky, it is, therefore, natural to suppose her information reached the Russian fleet and in part led to their undoing.

As I write there lay before me the original draft of the agreement, my instructions from the Japanese, together with the authority to collect the money and dispose of the information elsewhere than in Shanghai, for it was as a newspaper deal. I made the agreement, and the other party to the document would be more than surprised to find out to the contrary.

In acquiring the desired information from owners or officers of the suspected merchant vessels, it would have been obviously fatal to the ends desired to employ one of his own countrymen, and in consequence men of various nationalities were induced to do a portion of the work, under the guidance of another. These men knew the river well—in fact, attended to shipping reports on various local journals. It was easy, therefore, to get the required information and use what was wanted for the newspapers, one man collecting together and furnishing the Japanese authorities with what they acquired. One poor fellow, an Irishman, down on his luck, an educated man, would have been useful but for an indiscriminate looseness of tongue and an unquenchable thirst, which landed him in hospital a week after he started work, having been stabbed in the neck, coming uncomfortably near severing the jugular vein. It was touch and go that the whole bag of tricks did not get an airing in the local press and result in the decapitation (metaphorically) of one or two legitimate members of the press, who honestly thought the information given was as much in the line of an exchange of news as between one reporter and another, for the head of the foreign organization was supposed to be on the staff of a local newspaper, and as a matter of fact had been. The Irishman's case, however, was carefully manipulated; no witnesses were called and a case of mistaken identity made out against the prisoner, who got off pretty cheaply, no more than a local paragraph getting into the papers.

When it became necessary, and information was unobtainable from the Custom House, it was thought advisable to establish a custom house brokerage and commission agent's office. This was well advertised in the local press, and a certain amount of legitimate business actually done. This brought the Japanese authorities in actual touch with the Russian agents, who were, therefore, consulting their rivals as to the best means of getting cargoes of Welsh coal, flour, &c., out of port, and their plans were thus easily defeated. It was enough for the consul-general for Japan to send a note to the Chinese Taotai stating that such and such vessels were intending to ship contraband, and instructions to the commissioner resulted in the vessels' clearance being withheld until full inquiries had been made. A few vessels got away from port about the end of

What has been particularly noticeable during the entire campaign, has been the thoroughness with which the Japanese have done whatever they put their hands to, even in the most trival matters they made absolutely certain of success before the blow was struck, leaving nothing to chance, the same may be said of their secret service arrangements, an instance of which will give a good illustration.

Information reached Shanghai early in May that the Confidenza and Costanti had been sold, it was supposed to the Russians, in Japan and had cleared for the more southern port of Shanghai, the vessels barely dropped anchor, the former in the Lower Limits and the latter in the Fourth Section, before sampans put off from the Shanghai side for Pootung, each containing two Japanese, with full photographic outfits, each working independently of the other, whilst the close observer might have noticed a European with sketch book and fieldglasses carefully noting any little out of the ordinary details for easy identification at sea.

The registered owner of these two vessels was a man who at the commencement of hostilities would have taxed his ingenuity to rattle two dollars in his pocket. It was ascertained that each was to be loaded with 5,000 tons of Welsh coal in hundredweight sacks for easy transhipment at sea, the bulk of the cargo was actually brought alongside but never a sack reached their holds, for the authorities withheld permission to load, their names were eventually changed to Pion and Mameluke and their flag from British to German, but with no result, finally they were chartered by the Russian government to carry refugees from Chee Foo.

Towards the middle of May there were some ten to twelve vessels held fast in Shanghai, some of them fully loaded, the net result being that some 25,000 tons of Welsh steaming coal, intended for the fleet, were prevented reaching the Russians.

One vessel, the El Dorado, was too slick for the Japs. She came into port Friday was sold and cleared in ballast on Saturday and got away on the morning tide the following day. On Monday morning news came to hand that she had taken a complete cable grappling outfit and an officer off the cable repair ship "Storenordisk," and rumor said had gone off with the idea of cutting the cable and isolating Japan from telegraphic communication with the rest of world. Whether she actually did go out with this object cannot be ascertained with any degree of accuracy, there certainly was a temporary break a few days after she left, which was soon adjusted.

(A sequel to the above episode and one tending to show the Oriental's thriftiness, was the fact that on the vesel's return to Shanghai after the Tatisuma fight the Japs wanted the return of the balance of the $500 after deducting the price arranged; it was pointed out that the Russians had only got the same information and would not get a cent of the handsome price they paid refunded; this, however, did not coincide with the views of the little men, and it is doubtful if they have yet settled the matter, as the only man who could possibly adjust it is now in America and having drawn the agreed commission of 10 per cent. on the $500, has no further interest in the controversy.

Rumors began to filter through about the 23d of May of the Northern movement of the Balticers and it was expedient to arrange for some sort of transport at Woosung in case any of the lame ducks should deem it expedient to seek the shelter of the neutral port. For those who are not acquainted with the mouth of the Yangtze and the Whampoo, Woosung, where the bar to the latter river is situated, is 14 miles from Shanghai, and ships at anchor in the roads are another 2 to 4 miles out, there was only one launch at Woosung belonging to the hotel and this was secured for future use (it being better than relying on a sailing sanpan) and arrangements made for telegrams should anything happen.

There was a small press dinner in the Chicago room at the Astor House on the night of the 25th, May, given as a farewell to one of the staff of the Times (Shanghai), who was dropping newspaper work for something more lucrative in the mining line in the interior, after dinner the party adjourned to the paper office, and all took a hand at getting out the next day's paper, which be it said to the eternal shame of that staff, was the worst proof read sheet you could possibly imagine. The up-river boat departed at 2:30 A. M., but whilst conviviality held the sway, momentous doings were afoot at Woosung, telegrams announcing the arrival of eight Russian vessels, had been received, so after forty winks and a cold tub, the trip to Woosung was negotiated and the launch found in waiting with steam up. There were, however, only six vessels in sight—the Vladimir, Voronej, Meteor, Livonia, Yaroslav and Curonia—all flying the volunteer fleet flag. The Vladmiir and the Yaroslav fitted with wireless telegraphy; the Meteor, an old tanker, carrying water; the Vladimir, it was discovered, was the flag-ship of the convoy, an immediate trip was made to her, where it was discovered the captains of all the vessels were discussing the official visit, which had already been made by Commodre-Admiral Yeh, of the Chinese navy, who was lying at Woosung, on board China's fastest cruiser, the Haiyung. Indeed, it is claimed she is one of the fastest cruisers in the world.

Being requested to wait, the time was used in making a superficial survey of the vessel. There were gun mountings on deck, but no guns visible. She was crowded with men in the Russian naval uniform, and a conversation with a Frenchman elicited the fact that numerous foreigners composed a part of the crew of all the transports. All the vessels had large tank lighters on deck to facilitate the transhipment of coal at sea, for all had a certain quantity of coal at sea, for all had been recently worked. One of the chief attractions on board was a tame pig and a small mongrel yellow dog, both of whom were made to go through a performance for my special benefit.

The wait becoming somewhat protracted and wishing to refer to a paper in my pocket, it flashed suddenly across my mind that the same pocket contained somewhat incriminating documents—in fact, my last instructions from the Japanese, and quickly destroying them, threw the remains overboard. It was well, for a few minutes later, having no identication papers, the contents of my pockets were examined, and nothing being found the commander intimated he would like to go ashore in the launch. He was heartily invited and politely accepted. Being asked how it was eight vessels were reported the previous night, he said the Dnoiper and the Rion escorted them in and then left. He was fairly communicative and said the last place they touched at had been Madagascar. It was easy to believe this, for the ships' bottoms were very foul. This, however, soon washed off in the fresh water at the mouth of Yangtze. The commander further said the fleet of twenty-eight vessels had anchored, the night previous to their arrival, at the Saddles. On reaching shore this information was fully confirmed by the captains of two merchantment just arrived.

The Russian officers lost no time in taking train for town, but telegraphic news was there ahead of them, and an extra already on the streets when they arrived. During the morning naval officers had arrived from the British, German and French warships in harbor, also a representative from the Japanese and Russian consulates, to say nothing of newspaper men who were making the best of their way out to the Russkies in sailing sanpans. A certain portion of the news was imparted to the British naval officer, who promptly transmitted it by telephone to his superior in town. There was just the one 'phone there, belonging to the harbor master's office, and not available to any one else.

One of the results of this news was that the senior naval officer, the commander of the British second-class cruiser Sirius, chartered the sea-going tug Sampson, and the first lieutenant started that night for the Saddles, only to find the fleet had left.

Later in the afternoon of the 26th of May a trip was made to the Chinese cruisers Haiyung and Haichi, both of which were found cleared for action, and steam up. On the former Admiral Yeh received me and had tea served. In the course of the meal, he produced a letter, which the writer kept, addressed to the captains of the various Russian ships, wherein he requested them either to take their departure within twenty-four hours or haul down their flags and deliver up the vital parts of their machinery. During the meal an officer was dispatched with these missives.

Rumors were rife, and in Shanghai a very ferment of excitement prevailed; in fact, the local evening paper, The Mercury, which had the reputation of getting the latest and best information, is credited with having to print a second edition, a thing previously unknown in the annals of her existence.

The British cruiser was that night cleared for action, and the men kept at stations until dawn. One can only surmise what international complications would have arisen had the interned Russians attempted to slip their moorings that night and had this vessel taken it into her head to bar the passage.

The night passed quietly at Woosung, the transports communicating with each other by flash light. Another vessel seemed to enter in the early morning, but a trip out revealed nothing, and at dawn just the six remained.

The Chinese cruisers kept their searchlights going all night, a full head of steam and had only one anchor dropped, ready to ship their cables at a moment's notice.

IV.

On the morning of the 27th of May my slumbers were rudely disturbed between three and four o'clock by a headlong rush from Shanghai. It appears that a certain number of newspaper men and others were discussing the situation of affairs in the bar of the Central Hotel, situated on the Bund; when the hour of midnight arriving Mark Hanna (the barman) gently suggested a move be made to bed. The crowd went out like lambs and continued the discussion on the sidewalk.

In the midst of the conversation a burly sergeant of police, who did promiscuous writing for the "Shanghai Daily Press," heard the sound of big guns, the sergeant had previously served in the navy of her Britannic Majesty, Queen Victoria; then little P——, of the "North China Daily News" thought he heard it." Two scandinavians in the secret service of the Czar were sure, and dodged the crowd, woke up a man with a motor launch and were off down stream. An officer from the Sirius came on shore and told me afterwards he couldn't make out the Chinaman at the Woosing end understand a word; he wanted me on the 'phone, but thank goodness he didn't get there, and thus rob me of three hours' weel earned sleep. An Associated Press man and a friend got wind of the firing at the club chartered ponies and essayed to reach Woosing across country, they got there but ruined two pair of dress pants, had sundry spills and were very much the worse for wear at the end of their trip. The laugh was certainly on my side, for there was nothing doing at Woosung, where I put in the night. Two others arrived on foot with cameras, and still another on a badly damaged bicycle.

There being no inducement to say the bulk of the crowd went up on the first train, the two in evening dress turned their ponies over to a China boy and journeyed up by trolley, after an eye-opener. After the exodus an early morning call was made on Admiral Yeh, who kindly furnished me with a tabulated list of the supplies and coal on board, and excuses of the Russian transports for remaining in port; also a further letter to the Russian captains demanding an immediate reply to the Chinese demands. Copies of these documents were furnished the British naval officer, who promised to bring the source of his information before the notice of his superior officer, who would give a quid pro quo, but up to the present nothing has come to hand.

A later call on Admiral Yeh elicited the information that the Russians had agreed to haul down their flags and be interned in Shanghai by the Chinese Imperial government until the end of hostilities. The Morning Post of London was the first to publish this news which allayed all danger of a Japanese raid.

There was nothing to recount on the 28th but another rush from Shanghai, similar to that of the previous day, only not quite so impetuous, but there seemed a subdued excitement in the air, and at night the transports were using their flash lights continuously. Doubtless those with wireless outfits had news of the naval disaster. An Associated Press man and myself spent the best part of the night sitting out on the second story porch of the hotel religiously dotting down red, white, red, red, white, white, red and so on. I never heard whether he made any use of it or knew the Russian code, but did not think it worth while to keep a copy. Shortly after dawn smoke was visible on the horizon, and gradually a two funnel dispatch or mining boat came into view, flying the Russian naval ensign, as luck would have it there was no steam up on the launch, and wishing to get there first the only resource was a sailing sampan. The wind was fresh and favorable, and the vessel was soon made out to be the Smolensk; she first went alongside the Vladimir and on getting close it was observed that her decks were literally crowded with sailors and life-belts, many wounded being visible. No one was allowed to approach, and after transferring some of her passengers to three of the transports the Smolensk steamed up to Shanghai. It afterwards transpired she carried the remains of the crew of one of Russia's sunken warships.

Whilst others were making the best of their way to Shanghai to interview the Smolensk's officers, I stood out to sea, having spotted a large steamer coming up the south channel, knowing no mail steamer was due, the natural supposition was that she was a lame duck; this proved to be a fact, but she was not a duck of the right breed, only another transport, the Korea, an ex-Hamburg-American liner with two funnels. Dropping alongside before the vessel anchored I was cordially received on board and had a long chat with an officer who spoke fairly good English interspersed with French, he told how, between two and three on the afternoon of the 27th, when the fleet was sailing in close order in a northeasterly direction with scouts thrown out, smoke was noticed on the horizon to the north, followed almost simultaneously by smoke on the horizon in every direction, and before they could fully grasp the situation they were being fired on it seemed from all directions; the Korea was hit twice by large calibre shells, once on the portside just on the water-line, where there was a jagged hole about three feet in diameter stuffed up with mattresses, whilst on the starboard side amidships, half way between wind and water, was a beautifully clean six foot hole. The boats and woodwork on deck were riddled with small calibre shots, the hull pitted all over, and many of the crew wounded. Before the Korea was signalled to make the best of her way to the nearest port from the fight the members of her crew saw the magnificent battleships Orel and Alexander III put out of action, and two cruisers sunk. Her officers said the Japs seemed to literally rise up out of the water, and in a short space of time they were surrounded by, as near as they could compute, a fleet of quite one hundred vessels of various denominations.

The Korea was only half an hour in the firing line, and when she made tracks was not followed or molested, probably because she was flying the Russian commercial flag and not a fighting unit.

This was the first authentic information received from an eye-witness of the fight, and not being of vital importance to the Japanese government, was used by the press and soon travelling all over the world.

This practically closed my work for the Japanese, the net result of which was to hinder the shipment of 25,000 tons of Welsh steaming coal and thousands of tons of other contraband to the Russians. Names in nearly all cases have been withheld where there was a possibility of doing harm to otherwise honest traders, for some who were acting as agents and shippers of contraband stand high in the trading world of the Far East.

In conclusion I have just received a communication from the head of the Japanese secret service in Shanghai to furnish him with a certain document that he knew was at one time in my possession, with the evident intention of getting evidence against a ship now in Vladivostock, but not flying the Russian flag, which would be incriminating enough to condemn her in any prize court. Unfortunately for him the document has passted from my possession. There are other documents in my possession equally incriminating, but, owing the party no grudge and being no longer in the Japanese employ, I shall destroy forthwith.

TOKIO SAN.

*A tael is worth one and a third dollars Mexican.


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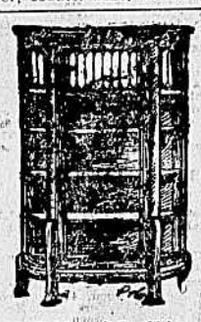
$7.25 Golden Oak Extension Tables ..... $4.98
$12.00 Golden Oak Extension Tables ..... $8.25
$16.50 Golden Oak Extension Tables ..... $12.50
$22.00 Golden Oak Extension Tables ..... $15.75
$25.00 Mahogany Extension Tables ..... $17.75
$35.00 Golden Oak Extension Tables ..... $24.75

$1.25
This Pretty, Large Size Solid Oak Rocker, cobbler seat; worth $2.50.



$26.00 Golden Oak China Closets ..... $18.75
$33.00 Golden Oak China Closets ..... $22.75
$45.00 Golden Oak China Closets ..... $33.00
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Good quality Oil Cloth, large assortment of designs; 25c quality, for ..... 18¾c
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$22.00 Three-Piece Damask Parlor Suits now ..... $16.00
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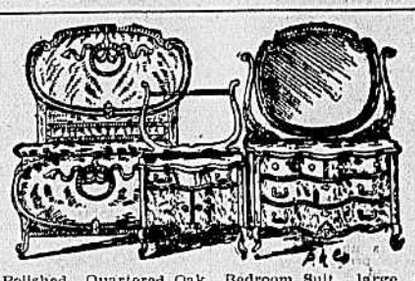
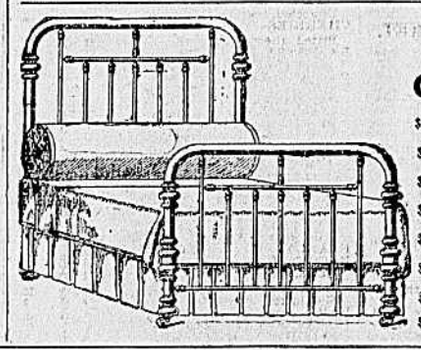
$65.00 Five-Piece Damask Parlor Suits now ..... $49.75
$89.25 Five-Piece Damask Parlor Suits now ..... $69.75



$37.50 for Polished Quartered Oak Bedroom Suit, large dressing case, swelled front; cost elsewhere $50.00.
$24.50 for Pretty Oak Suit, swelled front dressing case, with large mirror; cost elsewhere $30.00.
$17.75 for Three-Piece Solid Oak Bedroom Suit; cost elsewhere $23.00.
$18.50 for Very Good Solid Oak Suit, dressing case, with French plate mirror; actual value $25.00.



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$25.00 Brass Beds ..... $17.25
$30.00 Brass Beds now $21.75
$40.00 Brass Beds now $28.75
$ 2.50 Enamel Beds now $1.50
$ 4.75 Enamel Beds now $3.85
$ 4.75 Enamel Beds now $5.25
$10.00 Enamel Beds now $6.75
$12.75 Enamel Beds now $9.25

### Chiffoniers Greatly Underpriced.

$5.00 Golden Oak Chiffoniers ..... $3.98
$8.50 Golden Oak Chiffoniers ..... $6.75
$23.75 Golden Oak Chiffoniers ..... $18.75
$21.50 Bird's Eye Maple Chiffoniers ..... $16.75
$30.00 Bird's Eye Maple Chiffoniers ..... $24.75
$30.00 Mahogany Chiffoniers ..... $22.50
$45.00 Mahogany Chiffoniers ..... $33.00

### Sideboards At Reduced Prices.

$37.50 for a Magnificent Polished Quartered Oak Sideboard, beautifully carved, finest construction; cost elsewhere $50.00.
$9.75 for Pretty Golden Oak Sideboard, with beveled plate mirror; cost elsewhere $14.00.
$14.75 for Swelled Front Oak Sideboard, with large mirror; cost elsewhere $20.00.

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