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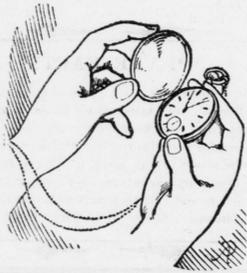
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All Modern Conveniences. Free Sample Rooms for Lighted by Electricity. Commercial Men. Hotel Cafe and First Class Bar in connection.

FRINK'S RECORD GOOD

Voted Regularly in Favor of Grain Freight Legislation.

False Statement of Desperate Fusionists Shown in Proper Light By Legislative Proceedings.

Despairing of the useless effort to defeat the republican state ticket in Western Washington, the efforts of the fusionists are concentrating east of the Cascades, where, in the great agricultural districts, it is hoped to arouse sentiment against Hon. J. M. Frink, the republican nominee for governor, by false statements regarding his attitude on railroad questions while a member of the upper house of the state legislature.

In the various newspapers of the state advocating the re-election of Governor Rogers untrue, unfounded and unreasonable statements have been made almost daily since the beginning of the campaign as to Senator Frink's position and action on railroad matters brought before the state legislature during the four sessions in which he held seat as representative of King county.

These statements have been mere assertions, not conveying a shadow of authority, until the Seattle Times published what it calls "Frink's railroad record," supporting the statements made with alleged quotations from and distortions of the records of legislative proceedings as shown by the journals of the senate and house.

These records, accessible at Olympia, the state capital, to all who wish to personally investigate, prove Mr. Frink's record on railroad legislation and attempted legislation, to be exactly opposite, in almost every detail, to what it is alleged to be by the fusion organ. The falsification and distortion of the Times is easily apparent.

Session of 1891.

During the session of 1891 the measure known as the Wasson bill, house bill No. 243, was up for consideration. This bill as finally passed provided for a reduction of about 15 per cent on the rates then in force. The senate's journal shows that Senator Frink voted in the affirmative on the final passage of the bill. (Page 473.)

The bill passed both houses at this session, but was vetoed by Acting Governor Laughton. However, it was passed over the veto at the next session, and Senator Frink voted in the affirmative again. (See Senate Journal, 1893, page 150.)

The 1891 record shows further that Senator Frink voted in favor of house bill 156, by Arrasmith, to construct and maintain connections from one railroad to another. (Page 559.)

Senator Frink also introduced senate bill 135, "making railroad companies liable for injuries." (See pages 137 and 428.)

Session of 1893.

In the session of 1893 house bill No. 93, known as the Anderson bill, passed the lower house February 17, 1893. This bill provided for a reduction of freight charges on wheat from about \$5.75 per ton to Puget sound to \$4.31 per ton; or from the rate of 17 1/2 cents per bushel to 13 cents per bushel on an average haul of 400 miles.

This bill meant a saving of nearly \$500,000 to the producers of grain in Eastern Washington. The Wasson bill, as passed over the veto in the earlier part of the session, provided for a 15 per cent reduction; the Anderson bill made a further reduction of about 10 per cent.

When the bill reached the senate it was referred to the committee on corporations other than municipal, from which committee two reports were brought in, minority and majority reports. (See page 548.)

The minority report recommended the passage of the bill as it came from the house; the majority report amended the bill so as to make but little change in the rate as contemplated under the Wasson bill. Senator Frink voted against the majority report. (See Senate Journal, page 548.)

The majority report, however, was adopted, the vote standing 21 ayes and 13 nays; 16 republicans and 5 democrats voting for it and 10 republicans and three democrats voting against its adoption.

This report having been adopted, and the bill being up for the third reading, Senator Easterday moved to strike out the words "seventy-five," in line 4, section 1, and insert the words "eighty-five" in lieu thereof. This made the rate practically the same as the Wasson bill. Senator Frink moved to amend by inserting "eighty" in place of "eighty-five." This motion was defeated by a vote of 15 to 19.

The house refused to concur in the amendments by the senate. Thereupon the motion in the senate, that the senate recede from its amendments, was put and lost, the vote being 12 to 22. On this motion Senator Frink again voted aye.

A conference committee was then appointed. The minority report of the conference committee, recommending that the senate do not recede from its amendments, was adopted by a vote of 16 to 12, Senator Frink voting no.

The house had in the meantime concurred in the senate amendments. The bill was, however, reconsidered, and a provision was made that no greater rate than \$4.75 per ton should be charged. Frink voted in the affirmative on this.

The record of this session shows conclusively that Senator Frink acted from beginning to end consistently and energetically in the interest of reduced freight rates, as contemplated originally in the Anderson bill. He never wavered at any time, and stood by the minority to the very last.

Session of 1895.

On March 6, 1895, the Morgan bill (house bill No. 127) came before the senate under the call of special orders; the bill had already passed the house and had been reported back from the senate committee without recommendation. Senator Helm signing the report as a member of the committee. (See page 463, Senate Journal.) Thereupon different amendments were offered by sev-

eral members of that body, and the same were agreed to without roll call. These changes made the bill practically inoperative and altered it radically from what it was when it had passed the house.

The friends of the bill then and there declared on the floor of the senate that the amendments defeated the bill and that they had made it so radical that it never could be enforced. Senator Crow, of Whitman, one of the champions of the measure, himself voted against the bill on its final passage, doing so in order that he might be qualified to move its reconsideration. The journal shows thirteen votes in favor of the bill, and includes the names of some senators who had opposed the original bill from the very beginning. The journal further shows twenty-one senators absent and not voting.

This is undoubtedly an error. Senator Frink's name is recorded amongst these. He was always classed as a friend of the measure and the friends of the bill in its original form as it reached the senate always counted on his support. He wanted a reduction and had no hesitancy in stating so on the floor of the senate.

The bill as amended was an abortive measure and could not have accomplished the purposes for which it was originally intended. On March 7, when Senator Crow moved to reconsider the vote by which the Morgan bill had failed to pass, Senator Frink's vote was cast in favor of its reconsideration. (See Senate Journal, page 538.) This latter vote essentially determines where his sympathies lay.

The Helm Bill.

The Helm bill (senate bill No. 56), as introduced in the senate, was identically the same measure as the Morgan bill. On March 5, 1895, the committee on corporations other than municipal reported back the Helm bill with the recommendation that the same be indefinitely postponed. Senator Helm was a member of the committee and signed the report as handed in. (See Senate Journal, page 462.)

This report was made, inasmuch as the Morgan bill had passed the house and was now before the senate, and it was the intention that this latter bill take the place of the former. The vote on indefinite postponement was a tie, and on motion of Senator Taylor the bill was laid on the table. (Page 463.)

Senator Helm voted aye on the motion to indefinitely postpone. (See Senate Journal, page 463.)

Senator Frink was absent and did not vote. He was on a senate committee that was investigating affairs at the Walla Walla penitentiary. Following the tabling of the Helm bill the Morgan bill was taken up and action taken upon the same as previously stated.

On the next day, following the defeat of the Morgan bill, and prior to the time that Senator Crow made his motion to reconsider the vote by which the same was defeated, a motion was made to take the Helm bill from the table and indefinitely postpone the same.

The action was simply a matter of form, and had no particular significance for the reason that the motion of Senator Crow's, or rather the right to make the motion had not been deprived him under the rules of the senate. For all practical purposes the Morgan bill had been substituted for the Helm bill, and the vote to indefinitely postpone the same was right in line with the recommendations of the committee of which Senator Helm was a member.

Senator Frink voted for the indefinite postponement; so did Senator Helm, and it is just as fair to hold that the latter was opposed to his own bill as it is that Senator Frink was against it. The fact is, the Helm bill was never a factor in the matter; every effort on the part of the friends of reduced freight rates was devoted entirely to the Morgan bill. If that failed, it then ended the matter for good. So, if the vote to reconsider the vote by which the Morgan bill was defeated was lost, then there surely was no hope to work on an entirely new measure, that had hardly been considered by the senate, and had yet to be taken by the house. Especially was this apparent, as there were but a few more days left of the legislative session.

Session of 1897.

Senator Frink voted in the affirmative on the final passage of the bill (house bill No. 417), drafted by the railroad committee. (See Senate Journal, pages 638 and 647.)

Senate bill No. 659, to establish a railroad commission, was reported by the committee to the senate March 8. The legislature adjourned March 11; there were many objectionable features to this bill as reported. There was no time to consider them, and it was thought best by friends of a railway commission not to attempt it.

Superintendent Browne's explanation of his reason for urging the preparation and publication of school text books by local talent and companies is hardly satisfactory, says the Olympian. It is now given out on all sides that the great purpose was to rid the state of a great "octopus"—the American Book Company. Inasmuch as the American Book Company has had but a single book (a high school algebra) in use in this state, through state adoption, during the past ten years, and as the awarding of contracts for the next five years was entirely in the hands of Mr. Brown and his associates, it does not seem that any unusual or drastic measures were necessary to rid the state of what seems to be entirely an imaginary evil. The circumstances of suspicion surrounding the text book award cannot be dissipated by the Rogers-Browne clique, by yelling "stop thief" at a corporation thousands of miles away, and which has no hold upon the people of this state and has had none for many years.

Go to W. G. Busse's for crockery, glass and granite ware.

BURNED THE RED FIRE

Greatest Demonstration Whitman County Ever Saw.

Frink and McBride Squarely On Pledge to Support Freight Reduction.

"Where is that so-called republican apathy in Whitman county about which we have heard—where is it?" This was the question, rightly put by Judge McBride, nominee for lieutenant governor, at the great Frink meeting at the court house Tuesday evening. The answer was a storm of cheers and a round of tumult from the enthusiastic crowd which packed the house from the speakers' stand to the outside lobby. "Apathy" is an obsolete word in republican circles. Fusionism has a monopoly in that line of goods.

The train carrying the party of the next governor of the state of Washington, due at 7:10 p. m., was over half an hour late; but the pulse of republicanism was up, and the boom of anvils, the crash of bombs, the swish of sky rockets, the glare of bonfires, the rainbow beauties of pyrotechnics, the pretty colors of red fire and the inspiring lights of 130 torches and a dozen campaign banners borne by stalwart republican hands enveloped the tedium of waiting into a joyous occasion. Old campaigners in the Palouse were wild with joy and free in their remarks that Whitman county never before turned out such a reception to any nominee.

Organized effort was not needed. Though hastily gotten up, republicans were in evidence surprising to the anti-Hall an hour before the arrival of the train bearing the speakers of the evening. Senator John M. Frink, nominee for governor; Judge McBride, nominee for lieutenant governor; and Judge Milo A. Root, with a "speller" and a "jography" under his arm, the inspiration took hold of the great crowd lining the streets. The keeper of torches could no longer stand the pressure of the people, and began passing the torches. No drafts were necessary. There were able-bodied volunteers in plenty and the clamor of small boys for "just one glimpse" was of necessity turned down, though a few managed to sneak from the pile and proudly marched with republican gray-beards who could get no torch.

For half an hour before the arrival of the speakers the torch bearers marched and cried and criss-crossed, making the most inspiring sight ever seen in a Palouse campaign. Fusionists were occasionally found on corners dumfounded and flabbergasted, but still able to weakly vociferate and depreciate and "view with alarm."

When the belated party finally arrived at their hotel, Captain Ewart, Color-Beater DuBois and Guido Bellinger, leading the splendid Colfax Military Band, and the long procession of torch bearers, halted in front of the house. This was the signal for a vociferous welcome, and it went swiftly down the line, re-echoing from the rear two blocks away.

The hour was late and the worn party of speakers got no rest. There was a clamor for their appearance and the furniture of the room was not given time to brush the gray from his beard, or the future lieutenant governor to comb his luxuriant locks.

Guided by the captain of the brigade and the floating colors of Old Glory, Senator Frink, Judge McBride and Judge Root were put in place of honor, immediately followed by the band, the torch bearers and hundreds of men and women. To the inspiring notes of "Marching Through Georgia," played every step to the seats, the procession moved. The house was packed in two minutes. Standing room was only found behind the opened folding doors.

Back of the bench the glorious stars and stripes were tastefully draped, and by handsome pictures of President McKinley and Governor Roosevelt.

Judge McBride.

After a round of music well applauded, W. J. Davenport, chairman, introduced Judge H. G. McBride of Skagit county, nominee for lieutenant governor, who talked for half an hour, opening with the question which heads this article. "Where is that so-called republican apathy—where is it?"

Judge McBride warmed the hearts of his auditors by the announcement that he brought to the splendid audience before him words of comfort and good cheer in the great fight now on for the upholding of the flag of the American people.

"On the west side of the mountains," said he, "the majority for McKinley and Roosevelt and Frink and the whole republicanism ticket will run away into the thousands. Before coming to the court side we heard much of the apathy of republicans and danger of defeat in this section. It is not true. The east side republicans are wriggling with life and party love; they realize the importance of the issues and the need of voting right."

Judge McBride is a man of splendid presence, physique and brain. He advanced the arguments of prosperity and referred to the existing condition now and in the days when Colonel Bryan prophesied all the disasters in the book if 16 to 1 was not adopted. He showed McKinley's license as pilot of the ship of state now off the uncharted rock of democracy and fusionism. He talked about the "consent of the governed" and the fusion plea that millions of Philippine inhabitants be turned over to the rapacity and greed and plunder of the one Tagalo tribe. He showed that the Filipinos are learning the blessings of our sovereignty by their clamorous demands for more American school teachers than can be supplied. He said equal rights to all and special privileges to none—especially to the Tagalos to lord it over five times their own number of fellows—is good republican doctrine. The cry of militarism was ridiculed and the assertion that nations as well as men should go out into the world and play the part of men was roundly applauded. The advantages of the Oriental trade were explained understandingly and to the point.

The judge spoke of the fact that the

Pacific is destined to become the great commercial waterway of the world and of the cities and towns which would be built from the coast to the mountains inland, benefiting every acre of soil and every inhabitant. The need of a better merchant marine and more competition in the carrying of ocean freights were explained in a convincing way, as was also the need of a Nicaragua canal. Attention was called to the fact that democracy finds fault with existing conditions, no matter what they be, but offers no remedy, no relief. The only cry is militarism and imperialism.

"I have become convinced," said Judge McBride, "that freight rates in this section are too high. The producers are entitled to relief. I am not alone in this belief. Senator Frink and practically the entire republican party believe with me."

He promised, if elected, and the power of committee appointments should be left by the senate in his hands, to select with care a committee which would be effective in the interests of our people. His pledge favoring freight rates was straight, flat and unequivocal, though he thought a railway commission was the practical way to handle the dilemma.

The long round of hearty applause with which the future lieutenant governor and presiding officer of the senate gave the floor to the future governor warmly testified the appreciation of the audience of Judge McBride's sterling Americanism and the sound sense he talked.

John M. Frink.

That is the name of the governor. The whole state should have been there and heard the welcome, prolonged, loud, noisy, and best of all, sincere, when Senator Frink left his hands. No wonder Judge McBride asked, "Where is that apathy?" General Apathy was elsewhere.

Senator Frink never made a claim that he is an orator. The republican party nominated him because of his sterling integrity, his sense of justice and the honor which he has shown in many years of residence in the territory and state of Washington. But he did one thing. He talked right, if not particularly eloquent. The people liked him. They received him warmly and acquitted him hotly when he had to retire at a late hour.

Mr. Frink spoke of his delight in facing such an audience and the unaccustomed work of campaigning in which he is engaged. He was both amazed and pleased with the diversified progress of the Palouse since he visited here in 1893 and 1895, when he found not even milk for his morning coffee at leading hotels and no butter or eggs unless imported and stale. Now he finds the sweetest cream, the finest fruits, the best butter and every table luxury. These things show the progress, the diversity and the growth of a country.

"I notice in the front rows many ladies," said Mr. Frink. "In the campaign of 1896 the ladies never took front seats. They were always in the rear. The reason is clear. They were wearing old bonnets and not up-to-date frocks—their hair was not arranged and they were not ashamed to take front seats. Remember four years ago, Will Whitman county vote that condition back? (Cries of "No, no," from all over the room.)

"I am a republican from this bald spot on the crown of my head to the extremity of my longest toe. I always have been; I always will be, because the principles of republicanism mean advancement and progress, and nations, like persons, must either grow or die."

"This state will roll up a majority for republicanism which will make the fusionists seriously, if not dangerously ill. (Cheers.)

"Expansion is growth. Fusionists want to go back to the future. They find nothing to admire, but plenty with which to find fault. "Farmers, like others, want a market for that which they produce. The only way to sell is to find a purchaser—then there is a trade instanter. The thing to do is to find a set of principles which will furnish a market. The republican party has always stood for that protection to labor which employs it and makes it possible for the laborer to buy the farmer's produce."

On Freight Rates.

Senator Frink told in few words his railway freight record, set out more fully in another column of The Gazette. He spoke of the several things he did for benefit of this part of Washington when a state senator, all borne out by the records.

"The duties of a governor," said he, "are purely executive—to carry out the laws passed by the legislature which represents the people. I will appoint honest committees for all state institutions. No appointment will be made in payment of a political debt. I have been charged with being a tool of Wilson and McFraw. I respect their advice I do the best of other people. Nobody ever bossed me, no one ever will."

As the head of the Washington Iron Works, Mr. Frink said he paid railroad freights of \$2500 a month and knew what freight rates are. He spoke of the various industries in Washington and the conflict between the east and the west, which has always run counter to the cherished opinion of the east-side on freight rates.

Milo A. Root.

Judge Milo A. Root, a man with the best of head and blessed with the best of voice, closed the meeting with an expose of the infamous school book fraud. He also spoke upon the national issues.

Gov. Rogers and the school board of education were dressed down in proper style by their own maps, and misspelled words. The speller was shown to have 141 errors and the geography something like 141,000.

Mr. Root told many stories applicable to the case in this campaign and every town was applauded and appreciated.

He showed the need of a child being properly taught and touched the hearts of parents.

All of the issues of national importance were handled in a masterly, a convincing, humorous and entertaining way.

Bring your chickens and eggs to Averill's store, Elberton.