

MEN GO TO DOOM TO SAVE WOMEN

(Continued from page 1) that it was expected that the Titanic would be towed safely into port. A detailed explanation for this action has not been forthcoming.

Company officials attempted to defend their action by saying they did not feel justified in alarming the world until positive confirmation had been received or one of the steamers carrying the survivors had docked.

Reports received here today indicated that male passengers, millionaire and peasant alike, went to their doom like men. The publication of the list of survivors, now steaming to New York aboard the Carpathia, shows there was no class distinction, the women in the teenage being given the same chances as the wives of the millionaires.

The announcement received here last night that the Titanic had foundered and that there "probably would be loss of life" brought thousands of persons from the theatres and restaurants were celebrating their supposed escape from death.

One of the first to arrive at the White Star office was Vincent Astor whose father, Colonel John Jacob Astor, the New York millionaire, is believed to have met death.

PORTLAND WOMEN AMONG THE SAVED

FRANK M. WARREN, SR., AND HER MAN KLABER THOUGHT TO HAVE PERISHED

FATE OF I. COFFMAN IS IN DOUBT

Telegrams From New York Announce That Mrs. Warren is Safe— Son and Daughter Go East

PORTLAND, April 16.—(Special)—A few fits of welcome tidings have penetrated the vast pall of gloom that had settled over a number of Portland families when the full purport of Sunday night had burst upon them at the news of the Titanic's destruction.

It is almost certain that all of the Portland passengers on board the liner, with the exception of Frank M. Warren, Sr., and Herman Klaber, are among the survivors now on board the rescue ship, Carpathia.

At the same time there is some question regarding the safety of I. Coffman, his wife and two children, Leon aged 5, and Leazo, aged 3, who are supposed to have taken passage on the Titanic.

Up until Monday night it had been only cheering reports as to the big steamer's fate that filtered into Portland spasmodically, but, with an ineffable shock, early last evening, came news telling of the total loss of the Titanic, the most frightful marine calamity in the history of the world.

Shortly after this came a telegram to the F. M. Warren family from friends in New York, that Mrs. Warren had been rescued, but there was no word concerning Mr. Warren's fate.

On the first train leaving for the East, George Warren, one of the sons, hurried for New York, and he was followed this morning by his sister, Miss Frances Warren. They will meet their mother in New York and continue the quest of news of their father until he is located or all hope of his safety is gone.

7 WHO PERISHED WORTH HALF BILLION

NEW YORK April 15.—Seven men with fortunes aggregating \$500,000,000 are thought to have been lost with the Titanic. The are: Colonel John Jacob Astor, J. Bruce Ismay, Colonel Washington, Roebing, Isidor Straus, George D. Widener, Benjamin Guggenheim, J. B. Thayer.

For rheumatism you will find nothing better than Chamberlain's Liniment. Try it and see how quickly it gives relief. For sale by all dealers.

BOOKKEEPING, ETC. STUDENT OR BUSINESS MAN.

Short practical instructions by Public Accountant. Few Lessons. Mail. Successfully taught 14 years. Qualifications guaranteed in 1 month for positions. Assistance. Highest reference from people holding positions. Request particulars.

THE HOME BOOKKEEPING INSTRUCTION CO. 502-511 Sweetland Bldg., Portland, Ore.

WORLD-FAMOUS MEN LOST ON SHIP

JOHN JACOB ASTOR, W. T. STEAD AND BENJAMIN GUGGENHEIM AMONG DEAD

ISIDOR STRAUS ANOTHER VICTIM

Major Archibald Butt, Aide to President Taft, Believed To Have Gone Down With Liner

NEW YORK, April 16.—World famous men were lost in the wreck of the Titanic. Here are some of them: Colonel John Jacob Astor, manager of the Astor estate in New York city, richest man aboard the Titanic, the man who married Miss Madeline Force last year; lineal descendant of the great trader of the first part of the nineteenth century.

Benjamin Guggenheim, one of the noted families of mining and financial magnates

G. M. Hayes, president of the Grand Trunk railway system, and one of the great railway men of the continent.

W. T. Stead, famous English author, editor, peace diplomat.

Isidor Straus, multimillionaire New York merchant.

Colonel Washington Roebing, builder of the Brooklyn Bridge, and noted engineer. He was president of the John A. Roebing Sons company and many times a millionaire.

Clarence Moore, sportsman, husband of Mabel Swift, daughter of C. E. Swift, Chicago packer.

Major Archibald Butt, aide to President Taft and former aide to President Roosevelt.

F. D. Miller, the artist of world fame.

G. D. Widener of the Widener-Elkins traction syndicate of Philadelphia reputed worth more than \$40,000,000.

John B. Thayer, vice-president of the Pennsylvania railway.

J. B. Thayer, Jr., associated with his father in business, formerly a great Peconic fisher.

Walter D. Douglas of Minneapolis, millionaire starch manufacturer.

George Floyd Ellmiller, representative of a Cincinnati automobile company.

Henry B. Harris, theatrical manager of New York.

Colonel John Jacob Astor, wealthiest of the Titanic's passengers, was great-grandson of the original John Jacob Astor. He has been manager of the Astor family estates since 1891 and is reputed to be worth more than \$100,000,000.

He was born in 1864, and last year at the age of 47, married Miss Madeline Force, a young woman still in her teens.

Colonel Astor in 1897 built the Astoria hotel, adjoining the Waldorf, which had been built by William Waldorf Astor, his cousin the two constituting the present famous Waldorf-Astoria.

He secured his title of colonel through holding that office on the staff of Governor Levi P. Morton and through being in 1898 commanding lieutenant colonel of the United States volunteers. He presented to the government for use in the Spanish-American war a mountaina war battery said to have cost more than \$100,000.

He served in Cuba during the Spanish-American war, and is credited with two or three mechanical inventions. In 1890 he was author of "A Journey to Other Worlds."

C. M. Hayes, president of the Grand Trunk Railway, was born in 1856 in Rock Island, Ill., and entered railway service in 1873, as a clerk in the offices of the Atlantic & Pacific. He rose steadily through positions with the Missouri Pacific, Wabash, Chicago & Western, Detroit Union Railroad & Station Co., and other transportation corporations, to become the president of the Grand Railway System January 1, 1910.

He married Clara J. Gregg, of St. Louis, in 1881, and his present address in Montreal, Quebec.

Isidor Straus, one of the wealthiest of the passengers, was sent abroad in 1863, by the Georgia Export & Import Co., to purchase ships and supplies for the Confederacy in 1866 he joined his father in forming the firm of Straus & Sons, importers of pottery and glassware. He was elected to Congress in 1893, and has been prominent in tariff work. His office is at Broadway and Thirty-fourth street, New York city.

W. T. Stead, editor of the British Review of Reviews, was of world wide fame as a writer, author and statesman. He has been prominent in the effort to bring about world wide peace through the Hague tribunal.

NEW YORK, April 12.—By a majority of more than 23,000 out of 25,000 votes cast, locomotive engineers on 59 railroads east of Chicago and north of the Norfolk & Western, have authorized a strike should further negotiations with the railroads for increased pay fail.

The count was complete at noon, and the result announced by Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers and managers' associations of the railroads.

The general managers have cared a meeting here for April 15 to consider the result. The engineers' officers have notified Stuart they would remain here for "a reasonable time" to await the counter proposition.

FIVE PORTLANDERS ON ILL-FATED SHIP

At least five Portland people were on board the ill-fated Titanic when she went to her doom, while many others with relatives and acquaintances throughout the northwest were among the passengers.

The Portland people who may have perished are: Herman Klaber, 207 Gilliam street; F. M. Warren, 215 St. Clair street; Mrs. F. M. Warren, Mrs. James R. Watt, 189 Fourteenth street; Bertha Watt, her daughter.

J. B. Brady, vice-president of the State Bank of Pomeroy, Wash., and a brother of Mrs. R. L. Rush, of 755 Everett street, was a passenger.

W. W. Cotton, general attorney for the O.-W. R. & N. Company, and Mrs. Cotton, who have been sojourning in Europe for the last six months, were the beneficiaries of Mrs. Cotton's health, had booked passage, only to change their plans a few days before she sailed.

MESSAGES BLOCKED BY INTERFERENCE

BOSON, April 17.—At Sabie Island communication with the Carpathia is greatly hampered by the maze of wireless flashes that are being sent out by the fleet of steamships dotting the ocean, all seeking news of the Titanic disaster.

Apparently not until the Carpathia gets out of range of these ships will anything filter through.

Operators at the more important wireless stations in New England and especially in Boston, are complaining bitterly of interference by amateurs.

For the last 48 hours the amateurs have kept up a constant succession of sparks and they succeeded in preventing the Charlestown Navy Yard station from obtaining even a scrap of the much desired information from the ships near the Titanic.

A list recently compiled enumerates more than 200 amateur operators within 20 miles of the Boston State House who have announced their code signals.

It is said that an association is being perfected whereby messages will be taken for transmission between towns and cities in Eastern Massachusetts by these amateurs.

The operators of the larger machines declare that this practically puts them out of business at times when their work is most needed.

Various programs received here today showed that several vessels are within wireless range, either directly or by one relay, with the Carpathia.

The out-bound Boston steamship Franconia was in communication with the Carpathia at 9 a. m.

The scout cruiser Chester said she expected to sight the Carpathia at noon.

The scout cruiser Salem announced she would stop off Nantucket Lightship during the forenoon and relay messages from the Chester to shore stations.

FLOODS RENDER 50,000 HOMELESS

NEW ORLEANS, April 16.—Parts of the 13 parishes in Northeast Louisiana are facing a deluge unparalleled in the history of disastrous floods of the lower Mississippi Valley.

Many towns in east Carroll and Madison parishes have been wiped out, vast stretches of valley lands are covered by from six to twenty feet of water and a wall of the flood waters 20 feet high and more than a mile wide is rushing through the great Dog Tail crevasse near Alsatia, La.

Thousands are homeless and destitute. They will be the toll when the waters from the Panther Forest and Red Fork crevasses in Arkansas join the water pouring through the Dog Tail breach, no one can say.

Parts of 13 Louisiana parishes and two Arkansas counties will be under water, and it is estimated that the homeless in that territory will number 50,000. An area of 16 miles long and from five to eight miles wide, will be inundated. Many negroes are reported missing. Reports of loss of lives were not been confirmed.

23,000 ENGINEERS VOTE TO GO ON STRIKE

NEW YORK, April 12.—By a majority of more than 23,000 out of 25,000 votes cast, locomotive engineers on 59 railroads east of Chicago and north of the Norfolk & Western, have authorized a strike should further negotiations with the railroads for increased pay fail.

The count was complete at noon, and the result announced by Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers and managers' associations of the railroads.

The general managers have cared a meeting here for April 15 to consider the result. The engineers' officers have notified Stuart they would remain here for "a reasonable time" to await the counter proposition.

The original demands of the engineers for increased pay aggregating 15 per cent recently were rejected by the railroads.

Stone announced that 93.1 per cent of the engineers had voted to authorize a strike.

In his letter Stone asks if the railroads have any counter proposition to make and notifies Stuart that if none is received a strike on the 59 roads is subject to call at any time.

In addition to the 25,000 members of the Brotherhood, Stone said approximately 15,000 members of the Brotherhood of Locomotive Firemen also had voted. Their vote, he said, was overwhelmingly in favor of a strike.

"The result speaks for itself," Stone said. "The next move is up to the railroads."

SHIP SURVIVORS ARE HERE TODAY

STORY OF GREATEST SEA TRAGEDY SOON WILL BE KNOWN TO WORLD

CURIOUS CROWD TO BE RESTRAINED

Latest Message Indicates That Only 323 Of 610 Cabin Passengers Were Saved

NEW YORK, April 17.—Every effort to facilitate the landing of the Titanic's survivors when the Carpathia docks at her pier on the North River tomorrow night or early Friday morning will be made by the immigration and customs authorities, officials of the Cunard line and the New York police.

The plans were made known in various announcements tonight and provide for the fullest protection of the survivors and their relatives from interference from curiosity seekers and newspaper representatives until they have left the Cunard pier.

Customs regulations, it was announced, would be suspended and all aliens among the survivors would be discharged immediately by the immigration authorities to their friends and relatives as soon as they left the ship, although such might desire would be taken to Ellis Island and cared for.

The Cunard officials announced they would permit on the pier only friends and relatives of the survivors, they so to be admitted by a pass obtained at the company's offices. No photographing of the press they state, will be admitted and the police will rope off a large space outside the pier to keep back curious crowds.

Although Government officials have signified their willingness to allow newspaper representatives and relatives of the survivors to board the ship from the pier before she reaches the dock, the Cunard officials indicated tonight that this privilege would not be granted. In that event the full story of the disaster, except such details as may be received by wireless until long after the Carpathia has docked.

The White Star officials announced that arrangement had been made by Commissioner of Immigration Williams and Mayor Gaynor for caring for the third class survivors in the city's municipal lodging houses. Those in financial distress or without aid from friends or relatives would be sheltered by the city.

Practically every attending circumstance in the transmission of news from the Carpathia goes to show that only 323 of the 610 cabin passengers of the Titanic are safe on the rescue ship.

IRELAND PLEASD WITH HOME RULE BILL

DUBLIN, Ireland, April 12.—The Nationalist papers of Ireland, on the whole, consider the government's home rule bill satisfactory, although some of them profess to regard it as not being final.

The Freeman's Journal described the bill as the greatest, the boldest and the most generous of the three home rule bills, and says: "We should not be surprised to see it received with hearty welcome by the Irish party."

The Irish Times, Unionist says: "The measure will prove so utterly unworkable as to offer so middle course between a complete separation from Great Britain and a return to the status of the union."

The Irish Independent remarks: "It would probably be correct in describing the bill to say that it gives us three-quarters of what we expected and probably not so large a share of what we demanded. The measure cannot be regarded as final."

The Cork Free Press says: "The government's scheme is not a solution of the Irish problem."

The Dublin evening papers printed full reports of Premier Asquith's speech yesterday and so far as judgment is possible before the text of the bill is available the measure is regarded as unexpectedly favorable.

There is no doubt that it will be accepted by the forthcoming Nationalist convention.

The bill is considered far better than either of Gladstone's from a legislative and administrative and, above all, a financial viewpoint. The power given to the Irish executive to appoint judges is a surprise, and is greatly appreciated.

\$75,000,000 CHECK FIGURES IN BIG DEAL

BOSTON, April 13.—A check for \$75,000,000, supposed to have figured in transactions surrounding the birth of the Amalgamated Copper Company, was produced in court in connection with a hearing before Acting United States Commissioner Darling.

Thomas W. Lawson was giving a deposition to be used in the suit of Louis Foss and others against the Parrott Silver & Copper Mining Company and the Anaconda Mining Company. The suit will be tried in Butte, Mont.

United States District Attorney French produced the check that purported to be signed by William C. Rockefeller, payable to William H. Bogert. The District Attorney said Mr. Rockefeller failed to recognize the check. He asked Mr. Lawson if he would do so. Mr. Lawson said that he knew nothing of it.

Mr. Lawson later told of the founding of the "Amalgamated"; how he made the original suggestion to Henry H. Rogers, William G. Rockefeller and others; how stock in several companies was purchased for the combination at \$47,000,000, and later capitalized for \$75,000,000.

The plaintiff contends that control of the Parrott Copper Company was gained by Anaconda interests in violation of the Sherman law, and the assets of the Parrott Company were depreciated unlawfully. A dissolution of the alleged control by the Anaconda interests over the Parrott Company is desired.

OWEN G. THOMAS BLACKSMITHING AND REPAIR WORK.

Best of work and satisfaction guaranteed. Have your horses shod by an expert; it pays.

All kinds of repair work and smithy work. Prompt service; greater portion of your work can be done while you do your trading. Give me a trial job and see if I can't please you.

OWEN G. THOMAS Cor. Main and Fourth Sts. Oregon City.

CLARA BARTON, RED CROSS LEADER, DEAD

WASHINGTON, April 12.—Miss Clara Barton, founder of the National Red Cross movement, died today at her home in Glen Echo, Md. She had been ill for months.

Miss Clara Barton, whose international reputation as a war time nurse, philanthropist and charity worker placed her name among those of the greatest women of modern times, was born in Oxford, Mass., in 1821. Her first occupation after graduating from the Clinton (N. Y.) Liberal Institute, was that of a school teacher.

She followed this vocation for 10 years previous to the Civil war, giving up her position to go to the front with the Union forces as a nurse. Her capacity for work and her executive ability soon won her recognition among those in charge of the battle field relief work and before the end of the struggle she ranked a high place in the ranks of the Red Cross.

After the war, Miss Barton, organized a bureau for locating missing soldiers. She started this research department with money out of her own pocket in order to aid grief-stricken mothers whose boys were missing after the great struggle.

Out of the 80,000 inquiries made, Miss Barton was able to trace over 20,000 to a satisfactory conclusion and thus gave the grieving parents details of their children's death and location of their burial places. Congress, in recognition of Miss Barton's work voted her the sum of \$15,000.

Miss Barton's labors along these lines proved too great a tax on a constitution tried by the rigors of field service in the Civil war and she was obliged to go abroad. There she was the Franco-Prussian war broke out in 1870 and she organized the relief corps that succored the dying and wounded in the battle fields of Strassburg, Belfort, Montpellier, Paris.

The brilliancy and brave with which she ministered to the distressed won her a European reputation that rivaled the love and veneration inspired in the United States. She was received in the court of Queen Auguste and was decorated with several honor orders in recognition of her exploits.

After the war, Miss Barton, organized a bureau for locating missing soldiers. She started this research department with money out of her own pocket in order to aid grief-stricken mothers whose boys were missing after the great struggle.

Out of the 80,000 inquiries made, Miss Barton was able to trace over 20,000 to a satisfactory conclusion and thus gave the grieving parents details of their children's death and location of their burial places. Congress, in recognition of Miss Barton's work voted her the sum of \$15,000.

Miss Barton's labors along these lines proved too great a tax on a constitution tried by the rigors of field service in the Civil war and she was obliged to go abroad. There she was the Franco-Prussian war broke out in 1870 and she organized the relief corps that succored the dying and wounded in the battle fields of Strassburg, Belfort, Montpellier, Paris.

LA FOLLETTE SCORES BIG COMBINATIONS

PORTLAND, April 16.—Pronouncing large combinations of capital the most serious menace confronting this country and appealing to the progressives of Oregon to aid by their votes to eradicate that danger, United States Senator La Follette, Republican candidate for President, tonight addressed an audience of 10,000 people at the Gipsy Smith auditorium.

Many were unable to gain admittance to the hall, the entrance to which were closed ten minutes before Senator La Follette's address. He declared that the vast aggregations of capital in this country was the strongest peril that had faced this Nation since the War of the Rebellion.

As an enemy, he said, these organizations were more to be feared than an armed force from without, or a revolutionary organization within.

He said that the power of the trusts was such that they could buy and sell the government, and that they were the greatest danger to the Republic.

He said that the trusts were the cause of the war, and that they were the cause of the present economic depression.

He said that the trusts were the cause of the loss of jobs, and that they were the cause of the loss of homes.

He said that the trusts were the cause of the loss of lives, and that they were the cause of the loss of freedom.

He said that the trusts were the cause of the loss of the future, and that they were the cause of the loss of the present.

He said that the trusts were the cause of the loss of the soul, and that they were the cause of the loss of the body.

He said that the trusts were the cause of the loss of the heart, and that they were the cause of the loss of the mind.

He said that the trusts were the cause of the loss of the spirit, and that they were the cause of the loss of the life.

He said that the trusts were the cause of the loss of the world, and that they were the cause of the loss of the universe.

He said that the trusts were the cause of the loss of the earth, and that they were the cause of the loss of the sky.

He said that the trusts were the cause of the loss of the sun, and that they were the cause of the loss of the moon.

He said that the trusts were the cause of the loss of the stars, and that they were the cause of the loss of the planets.

He said that the trusts were the cause of the loss of the galaxies, and that they were the cause of the loss of the universe.

He said that the trusts were the cause of the loss of the world, and that they were the cause of the loss of the universe.

He said that the trusts were the cause of the loss of the world, and that they were the cause of the loss of the universe.

He said that the trusts were the cause of the loss of the world, and that they were the cause of the loss of the universe.

CONGRESS WILL PROBE DISASTER

SURVIVORS OF WRECK TO BE ASKED TO TESTIFY BEFORE COMMITTEE

STRINGENT LAWS ARE EXPECTED

White Star Line Must Explain Why Sufficient Number of Boats Were Not Provided

WASHINGTON, April 17.—The Senate resolution introduced today, calling for a comprehensive investigation of the Titanic disaster, was ordered favorably reported by the Senate committee on commerce and immediately brought up in the Senate. The resolution was adopted without discussion.

Survivors of the Titanic will be summoned to Washington to tell committee members the facts concerning the inability of the steamship officials to save the lives of all the passengers on the liner.

Representative Alexander, of Missouri, chairman of the House committee on merchant marine and fisheries announced today an investigation in which the passengers will give chief testimony.

A resolution will be offered in the Senate, probably today, that the Commerce Court or a subcommittee make a thorough investigation of the Titanic tragedy and empower the committee to summon witnesses and take any necessary steps.

As a compliment to the Congressional investigation, the scope of which has not been fully determined, Secretary Nagel, of the Department of Commerce and Labor, will take up the stories which tell what precautions were taken by the White Star line to insure safety of passengers in cases like the present, where ample time existed for their removal in lifeboats.

The Congressional investigations announced by Chairman Alexander and Nelson, of the House and Senate committees, probably will result in the summoning also of the officials of the White Star line to tell what precautions for safety are taken on the White Star liners.

"There could be no greater motive for stringent legislation than the fate of the host of passengers whom the lifeboats of the Titanic could not carry to safety," said Representative Alexander. "There could be no more pungent illustration of the necessity for this legislation than to be found in the stories which tell what precautions were taken by the White Star line to insure safety of passengers in cases like the present, where ample time existed for their removal in lifeboats."

No accurate information is obtainable by Government authorities at Washington as to the capacity of the life-saving apparatus on the Titanic or the number of lifeboats provided. Several attempts were made today to secure the exact facts as to the vessel.

Government officials charged with the enforcement of the shipping laws and regulations were engaged today with the subject of safety aid protection for trans-Atlantic travel. It is expected that immediate reforms will be demanded officially by the Government and will be enforced through new laws and regulations to carry sufficient emergency apparatus to remove all passengers and crew in time of emergency.

HALF-BROTHER AND SISTER DIVORCED

CINCINNATI, April 12.—A strange story that resulted in the granting to Joseph P. Ruch, Jr., aged twenty-two years, of a divorce from his half-sister Helen Hoffman Ruch, twenty-four, was related in court today. The half-brother and his half-sister were married October 25, 1910, neither at the time knowing of the blood relationship between them. The discovery of the relationship was disclosed a few weeks ago the action for a divorce followed.

It was explained to the court that the mistake had been made possible because of the fact that his mother, for a private reason, had hidden from the children to fact that they were brother and sister, allowing them to believe that the first was only an adopted child. The couple's two children were given into the custody of the father.

Judge Campbell Saturday dismissed the divorce action of Ruby Greenwood against Harvey G. Greenwood. Irene Riggs was awarded a divorce from Arthur H. Riggs and judgment for \$600, which the defendant is ordered to pay in installments. W. A. Burke sued Ota L. Burke for divorce, alleging desertion. They were married in Spokane October 30, 1902.

RANDALL ESTATE PROBATED The estate of the late Gilbert S. Randall, valued at \$4,985.35, was admitted to probate Saturday. Judge Beattie appointed Mrs. Ella H. Randall executrix.

JUDGE CAMPBELL DISMISSES GREENWOOD DIVORCE CASE

Judge Campbell Saturday dismissed the divorce action of Ruby Greenwood against Harvey G. Greenwood. Irene Riggs was awarded a divorce from Arthur H. Riggs and judgment for \$600, which the defendant is ordered to pay in installments. W. A. Burke sued Ota L. Burke for divorce, alleging desertion. They were married in Spokane October 30, 1902.

RANDALL ESTATE PROBATED The estate of the late Gilbert S. Randall, valued at \$4,985.35, was admitted to probate Saturday. Judge Beattie appointed Mrs. Ella H. Randall executrix.

JUDGE CAMPBELL DISMISSES GREENWOOD DIVORCE CASE

Judge Campbell Saturday dismissed the divorce action of Ruby Greenwood against Harvey G. Greenwood. Irene Riggs was awarded a divorce from Arthur H. Riggs and judgment for \$600, which the defendant is ordered to pay in installments. W. A. Burke sued Ota L. Burke for divorce, alleging desertion. They were married in Spokane October 30, 1902.

RANDALL ESTATE PROBATED The estate of the late Gilbert S. Randall, valued at \$4,985.35, was admitted to probate Saturday. Judge Beattie appointed Mrs. Ella H. Randall executrix.

JUDGE CAMPBELL DISMISSES GREENWOOD DIVORCE CASE

Judge Campbell Saturday dismissed the divorce action of Ruby Greenwood against Harvey G. Greenwood. Irene Riggs was awarded a divorce from Arthur H. Riggs and judgment for \$600, which the defendant is ordered to pay in installments. W. A. Burke sued Ota L. Burke for divorce, alleging desertion. They were married in Spokane October 30, 1902.