

ARGO SURVIVORS  
LAND SAFE, SOUND

Captain Snyder, of Sunken  
Craft, Says Broken Wheel  
Caused Disaster.

STEAMER SPUN LIKE TOP

Manzanita Takes Ten Refugees From  
Lightship to Astoria—Death List  
Five, Declare Saved—Ship  
Row Is Rumored.

ASTORIA, Or., Nov. 30.—(Special.)—

"It seems now to be ashore again, but  
land never looked better to me than did  
the lightship at the mouth of the Colum-  
bia River when we reached her last  
Saturday morning," said Captain Snyder,  
of the wrecked steamer Argo, who with  
nine other men, survivors from the ill-  
fated craft, was brought to Astoria today  
by the lightship tender Manzanita. Cap-  
tain Byrne went outside early this morn-  
ing to bring the men ashore. The men  
accompanying Captain Snyder and those  
who made the perilous trip with him in  
a small boat from the scene of the  
wreck, a distance of about 30 miles, to  
the lightship, were: J. H. Snyder, chief engineer; Thomas  
Russell, assistant engineer; W. A. Simp-  
son, purser; C. Graves, steward; Carl  
Frederickson, fireman; Magnus Peterson,  
officer; John Waldhouse and A. Menkel-  
berg, sailors; and C. Higley, of Tillamook,  
a passenger.

All Found Well.

All bear evidence of the strenuous  
trip in the small boat and of the worry  
and strain attending the wreck, but all  
are in excellent health. They are pro-  
fused in their praise of the crew of the  
lightship for the treatment and courtesies  
extended to them. In addition to the  
deaths already reported as a result of  
the wreck, the men confirm the reported  
death of Martin Anderson, a fireman,  
who was washed overboard soon after  
the Argo struck the spit. They also tell  
of the death of Tony Rogolett, an Italian  
passenger, who is believed to have  
jumped overboard, thus increasing the  
death list, including one member of the  
life-saving crew, to five.

Captain Snyder said today that the  
wreck was caused by the breaking of  
the port wheel, which rendered the ves-  
sel unmanageable, and had that not oc-  
curred all would have been well. Con-  
tinuing, he said:

Port Wheel Breaks.

"I see by the papers that several  
stories have been told about the wreck  
that are utterly false. However, I do  
not care to deny them now, but will  
when the proper time comes and before  
the paper.

"We left Astoria about 6 o'clock on  
last Friday morning, with a big load of  
freight and several passengers, crossing  
out over the bar a little after an hour  
later. The conditions were favorable  
outside and we made the run down the  
coast in good order. At 11 o'clock we  
reached the Tillamook bar about 2:30  
o'clock that afternoon.

The seas were not running high, and  
everything looked all right, until sud-  
denly when we were about half way  
across the shoal, the port wheel carried  
away. You know the Argo was a twin-  
screw vessel, and the loss of life attend-  
ing their attempt to reach shore you already  
know better than I can tell you. The  
steamer kept the starboard screw and re-  
sisting it would be but a short time  
before she would go down. I ordered the  
boats cleared about 5 o'clock. Nine men  
went with me and as I supposed the boat  
soon went with the mate, as when I left  
the steamer no one was on board.

It was dark at the time and after cir-  
cling about the steamer three times, to  
see if any one had been overlooked, and  
seeing no one, I headed for the beach. We  
were unable to land, so I turned back to  
the steamer, again, after being away  
a little over an hour, but had dis-  
appeared, evidently having gone to the bot-  
tom.

Favorable Wind Helps.

"Neither the mate's boat nor any other  
craft was in sight, so we started up the  
coast, hoping either to meet some vessel  
or to make the lightship. It was a long  
trip, but we were going with the wind,  
which helped us greatly, and without  
suffering any further accident. We made  
the lightship at 4:30 o'clock Saturday  
morning.

"I have seen some pleasant sights in  
my life, but nothing that ever looked bet-  
ter than did the lightship as we drew  
alongside of her. Mate Nelson, who was  
in command, during the absence of Cap-  
tain Rasmussen, took us on board and he  
and his crew did everything possible to  
make our stay a pleasant one. For this  
we feel extremely grateful and desire to  
express our heartfelt appreciation. This  
morning the Manzanita came out and  
brought us ashore. This evening I will  
go to Portland to make my report to the  
owners."

Purser Simpson, who was so far as  
known, the last to see Tony Rogolett,  
the missing passenger, says he believes the  
man jumped overboard and was drowned.

"Rogolett complained of being sick,"  
said Mr. Simpson, and at the time of the  
accident was in his berth. When the  
captain ordered all hands to the boats  
Steward Graves and I went after Rogolett  
and brought him to the life-raft, and  
while the vessel tilted to get into the mate's  
boat. This I supposed he did, but after  
we left the craft we circled around her  
and saw if any one was left, and  
no one could be seen. If Rogolett was  
not in the mate's boat, he must in his ex-  
citement have jumped overboard and  
been drowned."

While Captain Snyder would not dis-  
cuss the matter, there is an intimation  
that there was some friction among the  
officers of the Argo after the accident  
occurred and a rumor is afloat, evidently  
emanating from some of the crew, that  
Mate Johnson was deserted by the mas-  
ter, and that the story will be an inter-  
esting one when it comes out.

The rumor, however, could not be con-  
firmed. Johnson is now at his home in  
Portland.

Alleged Child Deserter Caught.

ASTORIA, Or., Nov. 30.—(Special.)—  
Sheriff Pomeroy received a telegram  
from Sheriff Perrill, of Humboldt, Cal.,

stating that Robert Glenn, who was ar-  
rested here last Saturday on the steamer  
Roanoke, is wanted to answer a charge  
of having deserted his child. The man  
will be taken back to Eureka on the  
Roanoke.

SUGAR AND COPPER OFF

Fear of Anti-Trust Legislation Gives  
Blues to Wall Street.

NEW YORK, Nov. 30.—In the stock  
market today there appeared to be  
greater anxiety than for some time  
past, owing to the Standard Oil de-  
cision and its effects on mergers, with  
the result that copper and sugar stocks  
again were depressed, sugar reaching  
the lowest record for the year in the  
opening hours of trading. The price  
level in the railroad stocks generally  
did not change much in the early hours  
of last night's closing, but wide  
movements were apparent in some of  
the prominent industrials.

A monetary advance in sugar brought  
such a rush of selling orders as to  
drive the stocks steadily downward,  
and the flurry in a short time reached  
such a point that the Standard Oil  
decision, Reading being forced down 1 1/2, while  
others suffered similar declines owing  
to the great desire to unload, even  
United States Steel being hammered, this  
stock carrying with it some of the other  
irons and steels.

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stock carrying with it some of the other  
irons and steels.

Proposed Copper Merger Waits.

NEW YORK, Nov. 30.—The proposed  
merger of the large copper-producing  
companies is still in process of formation,  
according to a statement made today at  
the office of J. P. Morgan & Co. It is  
believed the Standard Oil decision, how-  
ever, has altered the plans for the cop-  
per combination, and that those having  
the matter in hand will bring about the  
coalition of the copper interests in such  
form as not to be affected by the present  
Federal statutes. No announcement of  
plans is expected for several weeks.

MRS. M'CREIDIE TURNS SOD

Wife of Congressman Starts Con-  
struction on New Church.

VANCOUVER, Wash., Nov. 30.—(Spe-  
cial.)—The first sod in the excavating  
for the basement of the new \$15,000  
Congregational Church to be built at the  
corner of Fourth and Main streets,  
was turned this afternoon by Mrs. W. W.  
McCreddie, wife of Congressman Mc-  
Creddie.

Following this ceremony the people  
assembled in the temporary building be-  
ing used as a church by the Congrega-  
tional society and listened to a short ad-  
dress by Rev. W. Bond, pastor of the  
church. Mrs. McCreddie has been presi-  
dent of the Ladies Aid Society and  
chairman of the committee that has  
raised the money with which to buy the  
lots on which the new church will be  
erected, and as she leaves with Judge  
McCreddie for Washington, D. C., Wed-  
nesday morning at 9:15 o'clock, the cere-  
mony had to take place today.

The contract for the masonry work  
was let today to Anchor Block Company,  
of Portland. Work will begin at once  
and the foundation and basement will  
be completed this winter. The church  
will be dedicated in September, 1910.

CONGRESS IS FORESTALLED

Secretary Meyer's Navy Reforms Vic-  
tory for Line Officers.

WASHINGTON, Nov. 30.—By inaugu-  
rating his plan of reform in the Navy  
Department tomorrow, Secretary Meyer  
will forestall probably all attempts at  
Congressional reformation of the de-  
partment for the present. At this time  
he will ask only that the bureau of  
equipment be abolished, which can be  
accomplished by Congress alone.

A year hence, if his reforms are  
found to be as satisfactory in practice  
as they are on paper, he will ask Con-  
gress to make permanent the changes  
by enacting them into law.

Legislation is particularly desired in  
order to allow the Secretary to name  
any officers he may desire as his four  
aide-de-camp, one for each of the four  
second for material, a third for person-  
nel and a fourth for inspection. At  
present his list is limited to the higher-  
ranking officers.

The reforms are regarded as a striking  
victory for the line officers. Mr.  
Meyer intends to appoint younger men  
to positions of commandants and cap-  
tains in the Navy-yard.

FAREWELL FOR ARTILLERY

Reception and Dance to Be Given  
Friday Evening.

VANCOUVER, Wash., Nov. 30.—(Spe-  
cial.)—A farewell reception and dance will  
be given Friday evening to the officers  
of the Fourth Field Artillery and their  
wives on the eve of the departure of the  
artillery for Fort Russell, Wyo. The com-  
mittee in charge is Miss H. C. Caber,  
Captain Leroy S. Upton and Lieutenant  
Ross B. Lister.

The enlisted men of the Fourth Field  
Artillery will be entertained with a dance  
at the post gymnasium on Saturday, by  
the enlisted men of the First Infantry.

The world's supply of tin was increased  
116,648 tons last year, of which more than  
half came from the Straits Settlements.

NORTH BANK ROAD  
PAYS FROM START

Total Cost of Line \$43,698,-  
000, After Deducting Profits  
in "Side Deals."

421 MILES ARE OPERATED

Great Northern and Northern Pa-  
cific Sole Owners of Capital  
Stock—Venture in Orchard  
Swells Profits \$188.

OLYMPIA, Nov. 30.—(Special.)—The  
North Bank road has already made a  
profit, over expenses of more than \$500,-  
000, according to the report for the year  
ended June 30, on file with the Washing-  
ton State Railway Commission. The re-  
port shows that at the last annual meet-  
ing, February 18, it had seven stockhold-  
ers and that the Great Northern and  
Northern Pacific own its entire capital  
stock of \$24,000,000.

Until June 30 last the Northern Pacific  
had advanced \$38,888,997 and the Great  
Northern had advanced \$2,811,003 toward  
construction. The report says no final  
settlement has been made with the par-  
ent organization, the date of road pur-  
chase is a statement made today at the  
office of J. P. Morgan & Co. It is  
believed the Standard Oil decision, how-  
ever, has altered the plans for the cop-  
per combination, and that those having  
the matter in hand will bring about the  
coalition of the copper interests in such  
form as not to be affected by the present  
Federal statutes. No announcement of  
plans is expected for several weeks.

Selling Interests Profitable.

The roads purchased were the Columbia  
Railway & Navigation Company for \$255,-  
050 and the Columbia River & Northern  
for \$25,833, a total of \$1,058,883, but the  
company sold a one-third interest in the  
line between Vancouver and Portland to  
the Northern Pacific for \$1,819,118, which  
gave it a profit of credit of \$760,235 over  
and above what it paid for the two lines  
named.

The report shows 421 1/2 miles in opera-  
tion, of which 411 1/2 miles are in Wash-  
ington. The company operates its own  
sleeping and dining-car service and its  
own orchard.

For equipment, \$2,426,861 was expended,  
making the total expenditures, including  
equipment, \$47,250, or at the rate of \$112.81 a mile.

Preceding this ceremony the people  
assembled in the temporary building be-  
ing used as a church by the Congrega-  
tional society and listened to a short ad-  
dress by Rev. W. Bond, pastor of the  
church. Mrs. McCreddie has been presi-  
dent of the Ladies Aid Society and  
chairman of the committee that has  
raised the money with which to buy the  
lots on which the new church will be  
erected, and as she leaves with Judge  
McCreddie for Washington, D. C., Wed-  
nesday morning at 9:15 o'clock, the cere-  
mony had to take place today.

Reporting on physical characteristics  
of the line in Washington, the company  
shows that in the 219 miles from Van-  
couver to P. & S. Junction there are 143  
miles of straight track, 166 miles of level  
line and 47 miles of ascending grades,  
with a total of only 307 feet of ascents.  
From Pasco to Snake River Junction,  
26 miles, the total ascending grades ag-  
gregate 137 feet. But from Snake River  
Junction to Marshall there is a total  
climb of 1830 feet, and from Lytle to Gold-  
endale a climb of 368 feet. On the entire  
line, the aggregate of 3985 feet of ascend-  
ing grades is extended over 206 miles of  
track, and 181 miles are level and 269  
miles are straight. The line has 62  
bridges.

OREGON DAIRYMEN TO MEET

Full Programme Arranged for An-  
nual Conference.

SALEM, Or., Nov. 30.—(Special.)—  
Carle Abrams, secretary of the Oregon  
State Dairy Association, today an-  
nounced the programme for the annual  
meeting of the association, which will  
take place in Portland Thursday and  
Friday, December 9-10.

In the array of speakers, in the num-  
ber and amount of questions, in the gen-  
eral arrangements for the convention,  
Secretary Abrams is of the opinion that  
the meeting in Portland will eclipse

PIERCE  
ARROW

Winner of  
Every  
Glidden Tour

COVEY MOTOR CAR CO.

Seventh and Couch Sts.  
PIERCE CADILLAC

to the Dairy Industry." D. O. Lively, gen-  
eral agent, Portland, 1:30—"Sanitary Milk  
and What Constitutes Dairy Products Fit for  
Food," W. H. Lytle, State Veterinarian,  
Portland.

"Home-Grown Feed for Dairy Cows," Dr.  
James Withycombe, director Oregon Experi-  
mental Station, Corvallis, Or.

"Practical Dairy Feeding," W. J. Lang-  
don, Sumner, Wash.

"Condition of the Dairy  
Farm," H. L. Klock, president Klock Pro-  
duce Company, Seattle.

"The Railroad's Part in the Dairy In-  
dustry," C. A. Malheur, district freight  
agent Southern Pacific Company, Portland.

Experience meeting.

Thursday, 8 P. M.—Reception in Portland  
Commercial Club rooms to Oregon State  
Dairy Association and State Horticultural  
Society.

Friday, December 10, 9 A. M.—"Cheese  
Making as an Industry," O. G. Simons,  
assistant dairy instructor, O. A. C.

Address, C. L. Mitchell, United States De-  
partment of Agriculture, San Francisco.

"Bovine Tuberculosis Not Transmissible to  
Man," William Bishop, Chicaucum, Wash.

"Experience of a Dairy Inspector," W. B.  
Duncan, State Deputy, Salem.

"Relation of the Business Man to the  
Dairy Industry," E. L. Thompson, Port-  
land.

Evening session, 7:30—"Olive, Martini  
Experience," J. D. Mickie, Forest Grove.

Milk-making machine discussion, led by  
Mrs. S. A. Koskam, Marshfield.

"The Business End of the Association,"  
Carle Abrams, secretary.

Election of officers.

HORSE THIEVES IN TOILS

Two Arrested Confess—Others in  
Gang Away Selling Loot.

COLFAX, Wash., Nov. 30.—Deputy  
Sheriffs Cole and Roberts arrested Carl  
Wilmott and Lester Harwood at the  
Frank Harwood farm, in Western  
Whitman County, Saturday, charged  
with having stolen two horses from  
A. H. Roschlader, near Rosalia, also with  
robbing Morris Bros.' harness shop at  
St. John. They confess, implicating  
Ernest Wilmott, a brother of Carl Wil-  
mott, and Claude Carl, who they claim  
are in Walla Walla County, Oregon, dis-  
posing of horses they say belong to Roschlader.

Deputy Sheriff Cummings, of Walla-  
Walla, telegraphed Sheriff Carter  
he expected to capture the latter  
men by evening. Two horses stolen  
from John De Young, of Thornton, are  
said by Harwood to have been taken  
by Ernest Wilmott and Claude Carl,  
being sold at Pasco. Many thefts in  
the Ros Lake country are charged to  
these young men, who are well known  
in Whitman. Both men arrested claim  
to be only 19 years of age.

TWO CAPTURED BY RUSE

Men Accused of Horse-stealing Are  
Heavily Armed When Caught.

THE DALLES, Or., Nov. 30.—(Spe-  
cial.)—Ernest Wilmott and Claude Carl,  
wanted at Colfax, Wash., for horse  
stealing, were captured one and a half  
miles east of the Dalles last night by  
Sheriff Levi Christman and J. R. Cum-  
mins, a Deputy Sheriff of Walla Walla  
County, Wash.

The alleged thieves were heavily  
armed but by a ruse were taken without  
difficulty. The men were brought to  
The Dalles.

Deputy Sheriff Cummins left tonight  
for Walla Walla with his prisoners.

SWINDLERS GO TO PRISON

"Fleecers" Get Off With Only 2 1-2  
Year Sentence.

NEW YORK, Nov. 30.—Two swindlers,  
who fleeced investors in Mexico mining  
stocks out of \$150,000, were sentenced to  
the Federal Prison at Atlanta, Ga., today  
for using the mails with intent to  
defraud.

Both had victims all over the country.

SUIT AND CLOAK SALE

Selling the  
Better Kind

Considering the High Standard  
of Quality, is in a Class by Itself

Tailored Suits and Cloaks at a Big REDUCTION

Just 33 1-3 per cent off of original prices. That's what they all say (the  
stores); some give that kind of talk at all times with very little reduction at  
any time. But when we make a noise that sounds like the headlines above,  
listen!

COME AND ACT.  
It has the right kind of tone; it's truthful; it's pleasant to the ear, and not  
bad for your purse; for instance:

\$60.00 Suits at.....\$40.00 \$75.00 Coats at.....\$50.00  
\$50.00 Suits at.....\$33.50 \$48.50 Coats at.....\$32.50  
\$37.50 Suits at.....\$25.00 \$35.00 Coats at.....\$23.50  
\$25.00 Suits at.....\$16.50 \$27.50 Coats at.....\$18.50  
\$20.00 Suits at.....\$13.50 \$22.50 Coats at.....\$15.00

And We Mean Just What We Say

Store opens at 9 o'clock this morning. Come early and be convinced of a  
GENUINE REDUCTION SALE. No Shop-Worn Goods in Our Stock.

Cleaver & Havelick

409 Washington Street.

ROSEBURG IS GLAD

Southern Pacific Promises  
Committee to Improve.

SLIGHT NEVER INTENDED

More Sleeping-Car Room to Be Re-  
served and Freight and Passen-  
ger Stations to Be Built  
at Early Date.

With the definite promise from J. P.  
O'Brien, general manager of the Har-  
rington Lines in the Northwest, that  
Roseburg's wants shall be attended to  
in the 1910 budget of the Southern Pa-  
cific, a committee of Roseburg busi-  
ness men met in Portland yesterday  
and will return to the Umpqua Valley  
metropolis tonight.

In addition to these promised bene-  
fits, William McMurray, general pas-  
senger agent for the same road,  
agreed that, beginning today, three sec-  
tions will be reserved in the Southern  
Pacific night train from Roseburg, in  
place of the single section that has  
proved inadequate in the recent past.  
Travelers to Portland from Roseburg  
have been forced to forego the delights  
of a Pullman sleeping berth by reason  
of all reservations having been taken  
up at San Francisco and other points  
en route to Portland, with the excep-  
tion of two berths always retained on  
the train for the Roseburg-Portland  
traffic. The retention of six berths  
for sale at Roseburg will relieve the  
congestion noticeably, it is said.

The committee visiting Portland con-  
sisted of Frank E. Alley, attorney; J.  
H. Booth, banker; W. C. Harding, real  
estate man. All are members of the  
Roseburg Commercial Club. The com-  
mittee spent a considerable time yester-  
day in its visit to the Southern Pa-  
cific offices and will take lunch today  
at the Commercial Club.

That the growth of Roseburg and the  
tributary country has been neglected  
by the Southern Pacific was the spe-  
cial complaint the committee carried to  
Mr. O'Brien. That Roseburg had been  
neglected and Albany, its rival, shown  
favor was another contention.

Mr. O'Brien assured the committee  
that there had not been any omission  
with regard to Roseburg that the direc-  
torate of the Southern Pacific had been  
able up to the present to rectify. He  
gave emphatic assurance that the de-  
pot requirements had been neglected  
only owing to what the railroad con-  
sidered the more pressing claims of  
other sections, but that a new passen-  
ger station, freight depot separate from  
the passenger station, new dispatching  
offices and other accommodations for  
Roseburg should be provided for in  
the Southern Pacific budget for July,  
1910, and that work should proceed  
immediately.

"As no preparation for a new depot  
has been made in our present budget,"  
said Mr. O'Brien, "it will be impossible  
to commence work before the end of  
our present fiscal year."

"We were well received by both Mr.  
O'Brien and Mr. McMurray," said Mr.  
Alley. "Both promised to do all in  
their power for us. In addition, the  
new local will be of considerable as-  
sistance in building up the business of  
the community."

"I want to emphasize especially that  
Roseburg is not in the Willamette Val-  
ley, as many Portlanders seem to think,  
but in the Umpqua Valley. We are  
convinced that this is away superior to  
the Willamette Valley."

FRANCE BALKS AT TERMS

Object to Concessions to Germany on  
China Loan.

LONDON, Nov. 30.—Another complica-  
tion threatening to delay the conclusion  
of the international negotiations for the  
Chinese railway loan has arisen. The  
French financiers, who heretofore have  
taken the part in the deal, are now  
leaving the matter in the hands of the  
British bankers largely, now intimate  
their desire that there shall be an equal  
division in the control of the railway  
construction.

This development, coming at the  
moment when it was hoped that an agree-  
ment between the German and British  
groups had been reached, completely up-  
set the calculations of the British diplo-  
mats. These, it is understood, had agreed  
with a view to settling the matter to  
concede certain German demands. The  
French, however, consider that Great  
Britain has yielded too much, and thus  
the whole matter is likely to be reopened.

Ward No Man's Ball Candidate.

NEW YORK, Nov. 30.—John M. Ward,  
who has been prominently mentioned as  
a candidate for president of the National

ROSEBURG CITIZENS' COMMITTEE SEES SOUTHERN PACIFIC OFFICIALS ABOUT BETTER  
SERVICE.

FRANK E. ALLEY, J. H. BOOTH, W. C. HARDING.



FRANK E. ALLEY, J. H. BOOTH, W. C. HARDING.

anything heretofore attempted by the  
association, and the officers have ex-  
pectations of greeting over 1000 dairymen  
when the convention opens. The  
fact that the Oregon State Horticultur-  
al Society will have its annual sessions  
in Portland at the same time makes it  
probable that the attendance at both  
gatherings will be materially enhanced.  
The complete programme follows:

Thursday, December 9, 10 A. M.—Ad-  
dress of welcome, Joseph Simon, Mayor of  
Portland.

Response and annual address, President  
F. L. Kent, O. A. C., Corvallis, Or.

"The Dairy Farm as I Found It," J. D.  
Mickie, Forest Grove.

"The Portland Stockyards and its Relation  
to the Dairy Industry," D. O. Lively, gen-  
eral agent, Portland, 1:30—"Sanitary Milk  
and What Constitutes Dairy Products Fit for  
Food," W. H. Lytle, State Veterinarian,  
Portland.

"Home-Grown Feed for Dairy Cows," Dr.  
James Withycombe, director Oregon Experi-  
mental Station, Corvallis, Or.

"Practical Dairy Feeding," W. J. Lang-  
don, Sumner, Wash.

"Condition of the Dairy  
Farm," H. L. Klock, president Klock Pro-  
duce Company, Seattle.

"The Railroad's Part in the Dairy In-  
dustry," C. A. Malheur, district freight  
agent Southern Pacific Company, Portland.

Experience meeting.

Baseball League, declares in an interview  
that he is not the particular man of  
Charles W. Murphy, of Chicago, or any  
other magnate.

Noted Bavarian Duke Dies.

BAYREUTH, Bavaria, Nov. 30.—Duke  
Karl Theodore, of Bavaria, died today  
from kidney trouble. Duke Karl never

figured prominently in military or politi-  
cal affairs, but studied medicine and be-  
came a famous eye specialist. He main-  
tained several private hospitals, where  
the poor were treated free, and did much  
to introduce some sort of sanitation in  
the homes of the mountaineers.

The Turkish turban contains about 20  
yards of material.

THE J. K. GILL CO.—THIRD AND ALDER

SANTA CLAUS  
APPRECIATES THE  
UNIT SYSTEM.

Globe-Wernicke  
"ELASTIC"  
BOOKCASE

A present that cements more firmly the home ties, that  
encourages good reading and greater knowledge,