LAURIER FORCES TO RESIGN TODAY

Borden Is Expected to Take Charge of New Administration at Once.

WHITE IS DUE FOR POST

General Manager of Ontario Trust Company Is Slated for Ministry of Finance in Cabinet Government of Canada.

OTTAWA, Ont. Oct. 6.—The last meeting of the Laurier government was held Thursday. The resignation of the Ministers will be tendered to Earl Grey tomorrow and R. L. Borden will be invited to form a government. He may have his slate ready and begin at once as Sir Wilfrid Laurier did in 1906. Bye-elections will be held as soon as possible.

Parliament is expected to meet early in November and finish its business before Christmas.

It is almost certain that E. R. White, general manager of the National Trust Company, of Ontario, will be Finance Minister in the Borden Cabinet.

Premier Hazen, of New Brunswick; A. S. Goodeve, M. P., of British Columbia; Senator Loughred, of Alberta; Dr. Roche, M. P., of Manitoba; Robert Rogers, Manitoba's Minister of Public Works; Fred Cochrane, Minister of Mines for Ontario; Andrew Broder, M. P., of Dundas, Ont.; George E. Foster, ex-Finance Minister; Judge Doherty, of St. Annes, Montreal; T. Chase Casgrain and F. D. Monk, of Montreal, are practically certain to have portfolios.

There will be three more, but their names are uncertain.

ADMIRAL SCHLEY BURIED

Long Line of Cadets Acts as Escort to Hero of Santiago Bay.

WASHINGTON, Oct. 6.—Surrounded by all the pomp of military honor, the body of Rear-Admiral Winfield Scott Schley, who died suddenly in New York Monday, was buried Thursday afternoon in Arlington National Cemetery.

A thousand men from the rank and file of the Nation's naval and land forces formed the escort to the crepe-decked caisson on which rested the body of the hero of Santiago Bay. In the procession were more than 700 cadets from the Naval Academy, marines from Washington and Philadelphia, seamen and gunners from battleships, veterans of the Spanish-American War and cavalry and artillery detachments from the posts near Washington.

Rear-Admiral Badger, commanding the second division of the Atlantic fleet, led the long procession that marched from St. John's Church, across Lafayette Square from the White House, to the gates of Arlington, where a final salute and "taps" were sounded over the grave of the Admiral.

The public funeral followed a short Masonic service held at the residence on I street.

WIRELESS RECORD MADE

Message From Japan Is Heard on This Side of Pacific.

SAN FRANCISCO, Oct. 6.—Commercial wireless station in this city did a bit of long-distance eavesdropping early today, overhearing a call sent out from the Joi Station at Otchishi, Island of Hokusho, the most northerly Japanese wireless establishment.

The message was directed to the Japanese liner Chiyo-Maru, due in Honolulu tomorrow. As it was in the Japanese code, the operator at this end could not read it, but at its conclusion the San Francisco operator called the Joi Station and got an answer. It is said to be the first time that trans-Pacific wireless communication has been established.

The distance separating the stations is approximately 6000 miles.

PORTLAND WOMEN HURT

Mrs. W. F. Hubbard and J. C. Bishop Victims of Vehicle Collision.

VANCOUVER BARRACKS, Wash., Oct. 6.—(Special.)—Two Portland women, Mrs. W. F. Hubbard, wife of Dr. W. F. Hubbard, 228 East 15th street North, and Mrs. J. C. Bishop, 530 East 29th street, were seriously injured in this city tonight near the Barracks when the buggy in which they were riding collided and overturned when struck by an Army post vehicle. The women were thrown out and Mrs. Hubbard suffered three broken ribs and a broken collar-bone, while Mrs. Bishop received several severe bruises.

It is not definitely known just how the accident occurred and the blame has not been placed. It happened on Reserve street near the entrance to the Army post.

LUMBER BUSINESS BETTER

Output Is but 3 1-2 Per Cent Greater Than Shipments.

TACOMA, Oct. 6.—Reports from lumber manufacturers in 21 states, received yesterday at the office of Manager Leonard Bronson, of the National Lumber Manufacturers' Association, indicate that the lumber output is but 3½ per cent greater than the shipments, which, according to Manager Bronson, means the lumber industry is returning to its proper basis.

The National Lumber Manufacturers' Association three months ago began to gather statistics concerning the lumber cut, the shipments and the stock on hand at the mills.

H. O. STICKNEY IS DEAD

Once Famous Star of Gridiron Passes Away Here.

H. O. Stickney, one of the best known business men of Portland and known over all the United States as a football coach and perhaps the most famous quarterback that ever played on the gridiron, died at St. Vincent's hospital Thursday afternoon, the result of illness that had been undermining his health for more than a year. Mr. Stickney was engaged in the real estate business, and his greatest achievement in Portland was the financing and construction of the Railway Exchange building, of which he was the manager.

Mr. Stickney came to Portland in 1897, after an athletic career, playing on football teams and coaching in different parts of the United States. He was a Harvard man and was the star quarterback of the Crimson team two years. After graduating he coached and played with the Boston Athletics two years, the Chicago Athletics two years, the Occidentals in San Francisco one year, and also coached the Leland Stanford team. In 1896 he was ruled out of the game in San Francisco as a professional. He came to Portland the following year and immediately became an active member of the Multnomah Amateur Athletic Club and coached and played on the Multnomah team.

As a real estate dealer Mr. Stickney was a success. In 1907 he undertook his greatest venture, that of building the Railway Exchange building. He leased the ground from Judge Mallory and became associated with F. S. Stanley and Robert Smith and the big office building was constructed.

About a year ago Mr. Stickney's health began failing and he spent the Winter in Old Mexico and Southern California. He returned to Portland in May, much improved, and resumed his work. A month ago he broke down again and was taken to the hospital. At that time his physicians had slight hope for his recovery.

Mr. Stickney is survived by five brothers and two sisters: Dr. V. H. Stickney, of Dickinson, N. D., who was at his bedside when he died; W. W. Stickney, three times Governor of Vermont, of Ludlow, Vt.; Roland Stickney, of Denver; Edgar R. Stickney, of Boston; Mrs. Elizabeth Moore, of Ludlow, Vt., and Miss Francis A. Stickney, of Tyson, Vt.

The funeral will be held at Holman's chapel at 2 o'clock tomorrow, and burial will be made in Riverside Cemetery.

FILMS ARE REALISTIC

CINEMATOGRAPH VIEWS DURING CORONATION APPLAUDED.

King and Queen and Royal Family, as Well as Festivities, Depicted at Heilig Theater.

There probably never has been a more realistic set of motion pictures made than those depicting the recent coronation in London, which are being shown at the Heilig Theater. The success of picturing the coronation depended upon the bringing out of colors, and this was done in wonderful manner, not artistically, but by mechanical processes. From a standpoint of art and educational value, the motion-picture reels are par excellence.

The general run of events leading up to the crowning of the King and Queen is explained by Clifford Robertson, an Englishman.

The pictures, in the first place, show the general decorations in England, with the huge street grandstands, the electrical illuminations and the reviewing stand. Then come views of the military headquarters, with excellent color views of England's troops, including the Royal Horse Guards and various Irish and Scotch regiments.

The pictures of the coronation show processions of soldiers, members of the royal family and representatives of the various nations in a grand pageant.

Other pictures are shown of King George and the German Emperor walking together in the streets during the events leading up to the coronation.

The King and Queen and the royal family are shown at close range in several of the pictures, and in two cases so close that their faces can be distinguished.

The windup of the display is the great naval review in British waters in which His Majesty in the Royal yacht moves about hundreds of battleships from all over the world and is saluted on all sides. The water pictures show battleships from every quarter of the world and include the battleship Delaware.

WILLIAM E. CURTIS DEAD

Journalist and Traveler Stricken in Philadelphia Hotel.

PHILADELPHIA, Oct. 6.—William Elery Curtis, of Washington, traveler, journalist and writer on political topics, died suddenly in his room in a hotel here tonight.

Mr. Curtis arrived at noon today from New York, accompanied by his wife. He was stricken with apoplexy tonight, and, although medical assistance was summoned immediately, it was impossible to save his life. He was 61 years old.

Mr. Curtiss was connected for several years with the Chicago Inter-Ocean, and then with the Chicago Record-Herald, whose traveling correspondent he remained until his death.

He was several times special commissioner of the United States to South and Central American republics, and for three years, from 1890 to 1892, served as a director of the Bureau of American Republics.

ETHEL BARRYMORE BETTER

Actress Ill in Indiana City Pronounced Out of Danger.

SOUTH BEND, Ind., Oct. 6.—Ethel Barrymore, the actress, who has been ill for two days here, was pronounced out of danger tonight by her physician.

Miss Barrymore's husband, Russell G. Colt, of New York, arrived here tonight.

Corals, on the "Maine."

waves.
Its tangled depths were crowded thick with graves.
Each jeweled sword had bent a shattered knee
Before the rusting sabers of the sea.

True patriots could not let their heroes lie
Without one glance of pity from the sky;
So delved among those caverns of despair,
And all the ghosts of ruin slumb'ring there.

No gleaming triumph of the builder's toil,
But one demonic moment served to spoil;
And hearts long loved and cherished night and day,
Were in a midnight tempest swept away.

It was a lesson to our minds—alas!
That warning: how or when it comes to pass,
This world must heed the universal touch,
And fall in Ruin's ever-waiting clutch.

But lo!—amid that sad and silent place,
Were tiny craftsmen of the coral race!
These unobtrusive "toilers of the sea"—
Those builders of the islands yet to be.

With placid thrift, they piled their wizard-trade,
Close-clinging to the fragments War had made,
As if these had been summoned to their call;
They knew not that the wrecks were wrecks at all.

It was a lesson to our hearts!with joy
We felt that Ruin is in God's employ;
And there are builders that we cannot see,
Erecting grander worlds for you and me.

It was a lesson to our souls—above
The gloomy graves of those we loved and love,
The joys they bought, our martyred lads may know,
On spirit islands fashioned long ago.

OIL PERMITS WON

Union Company Would Put Tanks in South Portland.

COUNCILMEN MAY FIGHT

Firm at Whose Place Chief Campbell Was Killed Contemplates Placing $50,000 Plant on West Side—Mayor Blamed.

The Union Oil Company has taken out three permits to build warehouse, tanks and stables in South Portland, and has commenced excavating. One permit calls for a $12,000 warehouse on Porter street, between Hood and Moody streets, the second calls for steel oil storage tanks to the value of $30,000, on Hooker street between Hood and Moody streets, and the third is for stables, wagonshed and pumphouse to the value of $8000 on Porter street, between Hood and Moody streets.

Opposition on the part of Councilmen who see danger of permitting oil tanks within the city limits, will be shown at the next Council meeting, it is believed. Councilman Montag said yesterday that he felt that the "wool was pulled" over his eyes when the ordinance was passed designating what part of the city the oil companies might occupy with their tanks.

Councilmen Monks and Wilhelm said they felt the same way. Mr. Montag suggested that an ordinance be drawn excluding the oil tanks from the city, and at the same time repealing the present ordinance, which permits the placing of oil tanks in South Portland or at Guilds Lake.

A circumstance in connection with the location of the Union Oil Company in South Portland is that Mayor Rushlight shut out the protest of the South Portland Improvement Club by signing the ordinance. The club feared that the ordinance would be taken advantage of by the oil company to place its plant in that neighborhood, and voiced its protest by resolution before Mayor Rushlight signed the oil tank ordinance, but he signed it before the remonstrance could be presented.

The Mayor said no remonstrance was necessary, and gave Secretary Jones his assurance that the tanks would not be placed in South Portland. The ordinance had an emergency clause, and went into effect at once. Then the Union Oil Company obtained its site and permit.

Ever since Fire Chief Campbell was killed in the oil tank explosion at the fire in the Union Oil Company's plant on East Water street a fight against permitting the tanks in the city has been waged.

DR. HEGELE IS UPHELD

ARREST OF CHAUFFEUR OF W. J. CLEMENS MERITED.

Council Committee Sides in With Chairman Registry Board About Whom Auto Club Complains.

The action of Dr. Herbert Hegele, chairman of the City Registry Board of Licensed Chauffeurs, in causing the arrest of the chauffeur of W. J. Clemens, president of the Portland Automobile Club, was upheld by the judiciary and elections committee of the City Council, at its meeting yesterday afternoon. The club asked that Dr. Hegele be discharged.

After a statement of the case had been made and it was shown that the chauffeur had been convicted in the Municipal Court and that Circuit Judge McGinn, on appeal of the case, refused to reverse the lower court, Chairman Joy, of the committee, said he did not see how there was anything for the committee to investigate or decide.

Dr. C. B. Brown, Ben Thirkelsen and Dr. Hegele then complained to the committee that the Police Department is not co-operating with Dr. Hegele in the enforcement of the automobile ordinance. It was explained that it was at the instance of the Registry Board that two motorcycle policemen were detailed, but that they had been detailed to other work than looking after automobiles.

Dr. Hegele said he approached a chauffeur recently at the Union Depot and asked if he had a license.

"I received the reply," said Dr. Hegele, "that he didn't have a license, and didn't have to have one."

The speaker added that this impression seems to have gained considerable headway, and that he had found it difficult to have arrests made. Councilman Joy told him to demand of policemen that they make arrests where he is sure there is an infraction of the law, and if arrests are refused, to report to the committee.

"Then there will be something doing," concluded Councilman Joy.

The complaint against Dr. Hegele was signed for the Portland Automobile Club by W. J. Clemens and for the Automobile Dealers' Association of Oregon by C. F. Wright.

Dr. Hegele said he asked Mr. Clemens' chauffeur if he had a license, and was told Clemens had it. He saw the chauffeur a second time, driving Mrs. Clemens to a department store, and again asked for the license, and was told that the chauffeur had no license, and didn't need one, and that if he wanted further information about the case, to see Mr. Clemens. He said Patrolman Simmons was abused by Mr. Clemens when he was sent to make the arrest.

It's What They Didn't Know.

New York Sun.

"People who have the habit of handling jewelry," the room clerk said, "are apt to get into careless habits about the stuff. The other day a young fellow in here asked if Mr. So-and-so was in, and when told he was not tossed a manila envelope upon the counter, saying, 'Give that to him,' and went out.

"The envelope evidently contained a small package, but we had no hint of it being valuable. The envelope was stamped, luckily on one corner, and then put in the open box belonging to the key of the room occupied by the man to whom it was addressed.

"It remained there all day, in plain sight of everybody. Late in the afternoon the addressee came in and got the envelope, which, as he could see, had been lying in the key box. He looked a little sore. 'I'll just show you,' he said, 'what this contains.'

"He opened the envelope, and out rolled a ring containing three diamonds of three carats each. Had we not stamped it on the corner the ring would have been crushed. Of course if we had had any idea of the value of the packet it would have been put in the safe."

ROYAL BAKING POWDER

ABSOLUTELY PURE

The only Baking Powder made from Royal Grape Cream of Tartar

Saves Butter, Flour, Eggs, and makes home baking easy

No Alum — No Lime Phosphate

HOME RULE SURE?

Plan if Rejected Three Times May Become Law.

LIBERALS LOOK AHEAD

Method Devised to Gain Desired Rule in Five Years Over Heads of Peers—Vigorous Campaign to Begin at Once.

LONDON, Oct. 6.—(Special.)—The veto bill having been finally passed and approved, the Liberal government now has in view Home Rule for Ireland, disestablishment of the church, and the abolition of plural voting as measures of prime political importance. All of these can be passed over the heads of the House of Lords within a few years. Suppose a home rule bill is introduced at the beginning of next session—Mr. Redmond will see that it is—and rejected by the lords, it will then, on being passed a third time through the Commons and rejected a third time by the lords, receive the royal consent and become law over the heads of the peers.

The government intends to begin at once a vigorous campaign on behalf of home rule. Private meetings of Radical members are now being held to arrange a series of great meetings throughout the country.

The action of the Unionist peers who betrayed their party, and by their votes "enabled the government to carry the veto bill," has aroused a storm of indignation among Unionists throughout the country. Sir Edward Carson, K. C., who took such a prominent part in the no-surrender campaign, said:

"Of course, we are sorry and disappointed at the result, but we are very proud of the peers who, notwithstanding abuse and pressure, stood firm to the policy of straight dealing which originated our movement. But the Unionist peers who voted with the government after having supported the vote of censure are, in our opinion, beneath contempt; the party would be better without them. They can never be anything but an object of scorn and ridicule in any political movement.

"As an Irishman I feel grateful for what Lord Halsbury's party in the House had done. It has created new life and confidence in our party, and it has shown that its spirit, however dormant, is ready for the next fight. But we in Ireland, will have learned from what has taken place that we must, above all things, rely upon ourselves if we are successfully to combat the home rule policy which is being in such a fraudulent manner sprung upon the country. We are now under single-chamber government. Let us and the country realize what that change in the constitution involves."

A RING FROM QUEEN BESS

Non-Delivery of Relic Which Caused Death of Earl of Essex.

London Cor. Kansas City Star.

At a recent auction at London the famous ring, which according to tradition, Queen Elizabeth gave to the Earl of Essex and the non-return of which resulted in the beheading of the Earl and hastened Elizabeth's death by grief, was offered for sale. The ring is of gold enameled with blue and set with a sardonyx cameo, upon which is carved the portrait of the Queen. It descended through one of the family branches to the late Lord John Thynne.

Although Queen Elizabeth of England never was married, it was not because the "Virgin Queen" did not have plenty of opportunities and plenty of admirers. In fact, in the first 15 or 20 years of her reign it kept the worthy Lord Cecil, her chief adviser, guessing as to whom his young sovereign would be engaged from one day to the next. A half dozen Princes were eager to marry the Queen and there was also considerable local talent at court of the Earl and Duke rank which was at the Queen's disposal right along. She disposed of a large amount of this by sending it to prison or beheading it, and in this class came the unfortunate Earl of Essex.

Robert Devereux, which was the name the Earl's grocers wrote at the top of their monthly statements, was the stepson of a certain Robert Dudley, Earl of Leicester, who had been a prime favorite with the Queen along in the days when French, Spanish and Swedish Princes jostled each other in the drawing room while waiting for the Queen to adjust the last red puffs in her hair and fluff up her ruff a bit before coming down to see them.

There was a story, which was popular with the ermined boys from the continent, to the effect that Leicester, to show his devotion to the Queen, had caused his wife, Amy Robsart, to be murdered in order that Elizabeth might be her successor. It was believed by a lot of persons, including Sir Walter Scott, who wrote Kenilworth on the strength of the report, but whether it was true or not Leicester failed to get the Queen. By and by, to show his independence, he married the widow of the Earl of Essex and became the stepfather of young Robert Devereux.

Essex did a number of useful things for the Queen. When the saloon contributions were coming in regularly and things were getting dull around court, he would sneak away and kill a few Spanish sailors and scuttle their ships, after having unloaded everything of value to his own yacht. This Spaniard-slaying game was one of the favorite outdoor sports of well-brought-up Englishmen in those days.

So successful was Essex in these exploits that the Queen finally decided to send him over to Ireland, where they were insurging with more than usual violence, encouraged perhaps by the fact that Sir Walter Raleigh had discovered the Irish potato and the use of tobacco in a pipe

Essex didn't have much success. He fought some, but found that the Irish fought back with surprising good will. Anyway, he didn't seem to enjoy killing these people the way he had King Phillip's subjects, and his enemies accused him of disloyalty to the Queen when he concluded a truce with the Irish. Knowing what a jealous disposition Queen Elizabeth had, Essex took the next boat back to England, and went as fast as possible to the court.

He wanted to make a dramatic entry, and right there is where Essex overdid the thing. Without waiting to change his clothes, and with the sweat of toil, honest or otherwise, upon his brow, he pushed through the cordon of servants and into Elizabeth's bedroom, where the Queen of Engand was standing in front of her dressing table, with her hair down, wondering whether to wear her Fritzi Scheff or a simple coronet braid to dinner. Elizabeth was 68, and it is fair to suppose that most of her hair was on the table. Anyhow, she never forgave Essex. He was sent to prison, released, then took part in a conspiracy and marched at the head of a band of revolutionists through London, hoping to frighten the Queen into making his enemies resign from the Cabinet. Instead he went back to jail.

Years before the Queen had given the young nobleman a ring, telling him that if ever he got into very serious trouble to send it as a reminder of the days when his standing was good, and she would pardon him, whatever his offense had been.

The Earl had the ring, but he was too proud to send it. Elizabeth wanted him to send it and was eager to spare him, but too proud to do so unless Essex begged pardon and mercy. The Earl did neither, and in 1601 was beheaded. The Queen, according to chroniclers of the time, changed her mind as soon as Essex's head was off, and wished it back on again, and her death two years later was hastened by grief over his death.

Just a Scared Dog.

New York Times.

A terrified silken-coated spaniel wearing a neat leather collar fled for its life last night along Ridgewood avenue, in Cypress Hills, from 200 boys and young men, who yelled:

"Kill him! Mad dog!"

The foremost pelted the little animal with whatever missiles they could lay hands on. One young woman kicked at the dog when it ran to her side and endeavored to hide from its assailants. It yelped with terror and ran on. Finally the boys cornered the dog in the front yard of a house at Hale and Ridgewood avenues.

Just then Bicycle Policeman Harry Walsh, of the Liberty-avenue station, rode up with a side partner. He was excitedly told that a lot of people—at least six—had been torn by the dog.

"Kill him or others'll get bit, too," shouted one youth.

The policemen drew their pistols, resolved to protect the community from the maddened brute, and with the weapons held ready forced their way to the fence and looked into the yard. There huddled in a corner was the little dog, trembling with fright. Its eyes contained an eloquent plea for mercy, and it extended its paw. Walsh walked into the yard and took the dog in his arms.

"If there's any madness around here, it's in you people," he told the crowd. "This little pup isn't mad. You've simply got it scared to death. And I bet none has been bitten by him."

No one had been bitten, so far as could be discovered.

"Kill him anyhow," suggested one of the youngsters.

American Woman and Parisian.

National Magazine.

Society customs have changed much during the past ten years. No longer does the Senator or Congressman feel that he must wear a silk hat and frock coat to the White House. Even gloves have been put under the ban, and foreigners insist that American men are becoming careless in their attire, although on the other hand they say that the American woman is every year more chic in her dress. "The time is at hand," declared the speaker, "when Parisians will have to look well to their laurels as residents of the city of well-dressed women."

Rhode Island's Early Navy.

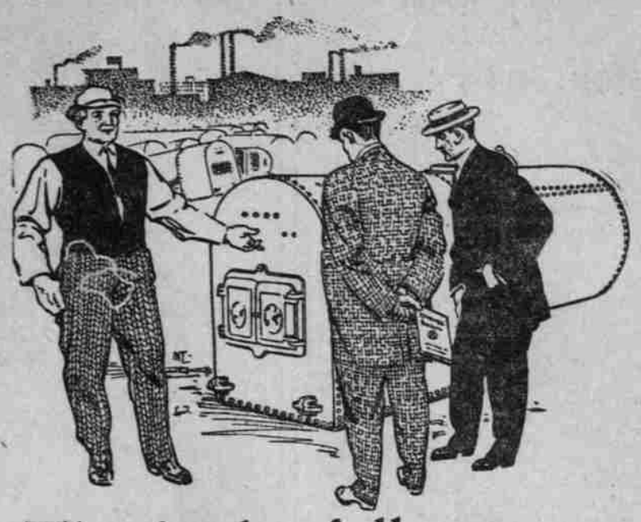
National Magazine.

Rhode Island was the first state to create a navy of its own, and captured the first prize, a British frigate, off Newport. Seeing its success, the Continental Congress chose Rhode Island to execute plans for a colonial navy, and Esek Hopkins, the first commander-in-chief, and three-fourths of all the officers were from this state. In the later war of 1812 it was another Rhode Islander, Commodore Perry, who fought the immortal battle on Lake Erie when he "met the enemy and they are ours."

Nebraska Woman Seeks Salesman.

SALEM, Or., Oct. 6.—(Special.)—Mrs. Rose Moudry, of Lincoln, Neb., has written the Governor asking if he can locate Arthur S. Norquist, traveling salesman for a hardware firm, who was last heard of in Oregon.

The Old Man Behind the Boiler



That's the fellow you want to see when you get ready to buy a heating-boiler for your flat building or business block—the *solid old citizen* who has put in all the days and nights of his life making boilers and who knows them like a mother knows her child—the wise old party who doesn't wear gloves or red neckties—who knows every minute what he's talking about—who stays right down on earth and talks boilers, not British thermal units and a lot of other fancy things which sound like dead language and are just as hard to crack.

British thermal units! Fudge! Piffle! The British never knew anything about heat units until the Americans went over there and gave them an ear full. And if some slim spectacled boy with blonde hair starts anything like this on you, tell him you want the old man who knows boilers and *nothing else*—that you want to know the name of the best boiler on earth, not how many units there are in a bunch of coal bounded on the north by Division street and on the south by the calorimetric equivalent. Tell him that you are looking for a boiler that will heat your flat so the kids can play on the floor in the winter time without wearing rubber boots and steamer rugs and so you won't have to go to bed while repairs are being made.

When you go to a doctor for earache, you don't study medicine—neither do you study law when you employ a lawyer to sue for a separation. Well, it's the same in boiler buying. You don't want to study a column of insane statistics as long as your arm and as knotty as your spine. You want some one who knows boilers—some one who is dead on the level, and whose word is as good as a government bond, to tell you in plain old every-day Anglo-Saxon about *boilers—boilers—boilers.*

If such a man as this doesn't direct you to the KEWANEE steel fire-box boiler and prove to you it is the best boiler on earth, *then we don't want a cent.*

We've been at this boiler-making business so long that we know what we are talking about. We know all about British thermal units, too, and we don't use them to excess. We don't deal in blunders or word pictures, or statistical drivel. We make boilers and we talk boilers and when we're through you've got the information you're looking for. We don't put fool ratings on our boilers. We rate them at what they will actually do. We don't specify a 2,000-foot capacity boiler for 1,000 feet of radiation—we specify a 1,000-foot capacity boiler. We don't deal in blunders. We're not guessing. We don't *write* or *say* a word about the KEWANEE boiler that isn't absolutely true. We've been making boilers for nearly forty years and what we say goes in the boiler business. We say now without fear of contradiction that the KEWANEE steel fire-box boiler is the *best boiler on earth* and we are ready to prove it in public or in private. If it were possible to make a good boiler from cast iron, we'd make them. But it isn't possible, so we don't and won't make them.

There are 65 miles of fine Chicago flat buildings now heated by KEWANEE steel fire-box boilers, and the men who own these buildings and put up additional ones, put the good old KEWANEE steel fire-box boilers in the new ones. *Must be something awful good about this boiler.*

KEWANEE Boilers Will Positively Do What They Are Rated to Do—And You Can Bank Your Money on It, Too

KEWANEE BOILER COMPANY

Makers of
BRICK-SET STEEL FIREBOX BOILERS, RADIATORS, TANKS AND KEWANEE WATER HEATING GARBAGE BURNERS
Kewanee, Illinois
Branches: New York, Chicago, St. Louis and Kansas City.
Portland Office,
CRANE COMPANY, Fourteenth and Irving Sts.