# MACGENN'S MUSE AT SHIP'S BAPTISM

Tuneful Skipper Inspired at Launching of A. M. Simpson at Coos Bay.

VESSEL TO CARRY LUMBER

Craft Is Named for Ploneer Lumberman; Is 200 Feet Long and Will Have Capacity of Almost Million Feet.

MARSHFIELD, Or., Dec. 10 .- (Special.)-The launching of the steam chooner A. M. Simpson at the Kruse & Banks shippard at North Bend was an event of particular local interest for

several reasons.

The vessel is the largest steamer ever built on Coos Bay, it is named for Captain A. M. Simpson, the pioneer lumberman and head of the Simpson Lumber Company, and was christened by Marian Isabelle Macgenn, the daughter of Captain Macgenn, of the steamer Breakwater, who for years probably has been the most widely known mariner making this port, and himself a pioneer in the marine inter-

Vessel's Capacity is Large. The A. M. Simpson is 200 feet long with 41-foot beam and 134-foot depth. She will carry about 550,000 feet of lumber and will be one of the fastest and best lumber carriers on the Coast. She will be used by the Simpson Lumber Company in carrying lumber from the North Bend mills and will be the flagship of the Simpson fleet. In the construction of the vessel the builders used about 800,000 feet of lumber, nearly the carrying capacity. There was used 80 tons of bolts, 300 kogs of spikes and 11,000 trenails. The vessel will be an oil burner and will have 750 respower. Besides accommodations r the crew she will have two state-oms for the owners. The master rooms for the owners. will be Captain Bendergard, formerly of the Renderdo and now master of the tug Columbia, who is one of the eldest employes of the Simpson com-

vessel is named, probably has a larger acquaintance than any lumberman on the Coast. He resides in San Francisco, where he is prominent in the lumber business, and for years has operated on Coos Bay. His first mill here he hull about 1870 and ever since, through his company, he has been one of the leaders of this section in the ber industry.

Captain Writes in Verse. Captain Macgenn, whose daughter christened the boat, is a poet of considerable fame among his friends and on the occasion of the launching he wrote a poem dedicated to the vessel, and his daughter added a verse of her own composition. Captain Macgenn's poem follows:

poem follows:
We are gathered here from far and wide To see this freighter touch the tide:
And when she hits the ocean apray And proudly dances on the hay we'll give three cheers for Kruse and Banks, Two builders of the furemon ranks. Her frames are Orford cedar fine; Her planks are of the staunch Coos pine; She's staunchly built from stern to bow, With fine clean run and clipper prow, bear a Coos Hay line through and through. Long may she sail the ocean blue, With favored gales and flowing sheet.
The flagship of great Simpson's firet. em follows:

"Simpson," her name we hall with praise, The lumber king of early days; and fatemess of our ploneers. The grand old man near ninety years. He came here fifty years ago, When Coos Hay stock and bends were'low, and since that time the old town mill Was scarcely ever standing still. Then hurrah for homest Banks and Kruss; Long may they lay stanneh keels in Coos, and hurrah for the grand old lumber king; His praise I'll never case to sing. For high intellect, genius, force and lofty thought.

The name of Simpson ne'er will be forgot. The Averse added by the daughter, who christened the vessel, was as folwho christened the vessel, was as fol-

Knock down your blocks and let her go, The flood tide soon will cease to flow. Then Fil bapties thee with champagne, And with one voice we will groulaim: "Simpson" is they name; ride proudly at sea, Neptune, God of Brine, watch over thee.

# NEHALEM HARBOR IMPROVED

#### With \$50,000 Spent in Work Effect Already Is Noticeable.

With less than \$50,000 spent on the improvement of the Nebalem River bar, positive results have already been obtained, with the full assurance that a continuance of the work will accompilsh what was desired. Those commercially interested in the vicinity of Nebalem subscribed the \$56,090 to have the tortuous and uncertain channel straightened and despend by the

nilding of a jetty. This undertaking was not looked upon favorably by shipping men generally, who considered it a waste of money and attempting an impossible task because of the peculiar conditions there. Captain Rorvik, master of the steamer Geo. R. Vosburg, has been running there regularily several years and is now in Portland with his steamer idle until the Winter storms are over. In leaving there last week, he said, he crossed out by the old channel that had 13 feet at high water. channel that had 13 feet at high water. He noticed that a new channel was breaking out, a half a mile north, along the jetty and it appeared to be scouring out fast. Since then, he said, he had heard that this new channel had become the principal one, but no opportunity had offered to have it sounded. A few weeks more work will complete the expenditure of the money in hand, but now that the jetty, as fare as built, has proven successful. far as built, has proven successful, there will be no trouble in raising a further amount.

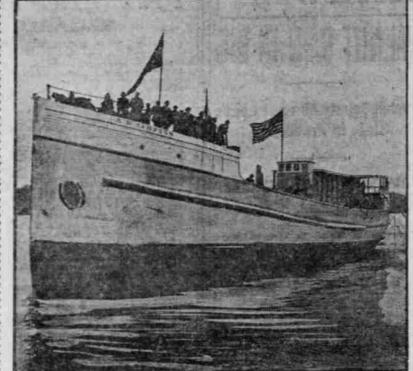
## PHOTS REFUTE OSLER THEORY

#### Majority of Those on Columbia Are Past 50 Years of Age.

Columbia bar and river pilots com-pletely refute the Dr. Osler theory as to the age when a man should retire from active life. With three excep-tions the river pilots are all past 50 and at least two will acknowledge be-ing past 76. It is more true with the bar pilots, as but, one is less than 50, the majority past 60 and at least one, active daily service, is past 70. There is no occupation more e ing on sight and hearing and their minds must be ever alert. They are also under a great physical strain for the lar pilots are frequently on board an incoming vessel for days when sleep is impossible and they have to be on the deck all the time. The same is true of the fiver pilots, as their duties often compel them to stand of

bridge of a steamer two nights

VESSEL LAUNCHED AT NORTH BEND AND MISS WHO CHRISTENED HER.



circles and they are recognized throughout the shipping world as men of ability in their special vocations. TESTIMONY NOTARY TAKES

Captain Jones Gives Side in Libel Suit Against Craft.

In the libel suit of the McCabe Com-In the libel suit of the accade Com-pany against the Cambrian Chieftain, her master, Captain Griffiths Jones, was permitted, by agreement of coun-sel, to give his testimony before a notary public Saturday and it will have the same effect as a deposition in the

the same effect as a deposition in the trial of the case on its merits. It is announced that the masters of the other foreign grain vessels in port also will refuse to pay more than 18 cents a ton for stevedoring charges under advices from their owners. Back of this refusal to pay the regular and agreed charges is said to be the Bliborough Club. of Liverpool; Clyde Ship-Owners Club, of Glasgaw, and the Aberdeen Ship-Owners Club, of Aber-Aberdeen Ship-Owners' Club, of Aberdeen, which represent a large part of the British, German and French saling vessels. To meet current expenses of this and prospective suits these of this and prospective suits these clubs have sont to W. C. Bristol \$2500 and have made arrangements with a surety company to furnish necessary bonds when the vessels are libelled. At the time the rate of 30 cents

was fixed for stevedoring grain it was fully understood and agreed to by the foreign shipowners and was consid-ered very favorable by them, as it was less than the rates at San Francisco.

#### Craft Tossed by Sea.

Craft Tossed by Sea.

MARSHFIELD, Cr., Dec. 16.—(Special.)—The gasoline boat Ranger which runs from Coos Bay to smaller ports along the Oregon coast, was caught in the trough of the sea at the mouth of the Sluslaw recently and thrown up on the heach and soon after was picked up by another wave and thrown over on the opposite side of the channel. She was in a helpless condition, but a hig wave carried the little boat safely into the harbor. Besides the crew, there were two passengers, W. H. Kibler and Arthur Reynolds, of Fiorence, on board the boat.

Steamer's Damage Slight. MARSHFIELD, Or., Dec. 10 .- (Spe-

cial.)—The steamer Homer, which was beached here for examination was found not to be hadly damaged. She had some trouble before coming into Coos Bay and it was feared that her shafting had been badly damaged, but an examination revealed that a key in the shafting had slipped out. Further than a delay of a day or two in mak-ing the examination of the boat, there was no trouble. The Homer was re-Francisco and Coos Bay.

Domestic Exports Worth \$988,166. Collector of Customs Malcolm has compiled a statement of the Custom-House transactions for November as

Number of vessels entered from foreign ports, 4; number of vessels cleared for foreign ports, 4; number of vessels entered from domestic ports, 73; number of vessels entered from domestic ports, 71; value of exports, foreign, 830, domestic, 3958,166; value of imports, foreign, \$220,179; entries of merchandiss, 230; documents issued to vessels, 9; duties \$58,982.62; all other customs receipts, \$112.511; all other navigation receipts, \$112.51; all other navigation receipts.

Dredge Repair Is Begun.

CENTRALIA, Wash, Dec. 10.—(Spe-ial.)—Although the dredge Cowlita, shich sunk at Monticello near Keiso in the high water two weeks ago, has been raised, fully to days will be required to complete the repair of the damage. done by the accident. The lower deck of the dredge, on which all of the machinery operates, was completely sub-merged.

## Rails Cut Cranberry Tract.

MARSHFIELD, Or., Dec. 10.—(Spe-ial.)—D. M. Rezin has sold his 40acre cramberry ranch on North Inlet to the Southern Pacific Railroad. The ranch included a fine cramberry marsh, but the Southern Pacific survey goes through it and ruins the cranberry growing. The railroad company purchased the entire place, paying \$3500.

## Movements of Vessels.

ASTORIA, Or. Dec. 18.—Condition at the mouth of the river at 5 P. M., obscure: wind, south, 12 miles; weather, forger, Arrived at 8 and left up at 9 A. M., atcamer Break, water, from Coos Hay, Salied at 10 A. M., sicamer Broak, water, from Coos Hay, Salied at 10 A. M., sicamer Rosnoke, from San Pedro, Arrived at 11 A. M. and left up at 1 P. M., steamer Rosnoke, from San Diego and way ports. Salied at 4:30 P. M., atcamer Mayerick, for Santie, Salied gesterday, steamer Coaster, for San Pedro.

San Prancisco, Dec. 18.—Arrived at 8 A. M., steamer F. S. Loop and schooner Virginia, from Columbia River. Salied at 8 A. M., steamer Geo. W. Elder, for San Diego. Salied at 9 A. M., Norwegian steamer Honeien, for Columbia River. Salied at 11 A. M., British steamer Fitzpatrick, for Portland.

San Pedro, Dec. 18.—Salied—Steamer Rose City, for Fortland.

Secutie, Dec. 16 — Arrived —Steamer Virganith, from Tacoma; steamer Frince

for Portland.

(tile, Dec. 16 — Arrived — Steamer ath, from Tacoma; steamer Prince t, from Prince Rupert; steamer onthis, from Hamburg via San Fransteamer Watson, from San Fransled—Steamer Klamath, for San Isco; steamer Prince Rupert, for Rupert; U. S. R. C. Thetis, for Hono-

an Francisco, Dec. 10.—Arrived—Steamer op. from Columbia River; Aurelia from toria; schooner Virginia, from Columbia rear, Governor, from Seattle; Homer, from Seattle; Homer, from Seattle; Hornelen, for Astoria, Argyll, for Belcham, Alcairaz, for Foint Arena; Arctic, Fort Bragg, Quinault; for Williapa Har-

Los Angeles, Dec. 10.—Arrived—Yosemite, om Portland: George W. Fenwick, from acoma; Andy Mahony, from Grays Harbor; homas L. Wand, from Everett; James H. lugins, from Fort Bragg: W. F. Jewett, om Astoria. Sailed—Rose City, for Port-

Tides at Astoria Tuesday.

and days in succession. Notwithstand-ing their ages the competency of these pilots is never questioned in shipping 5:00 P. M....T.7 feetiling P. M....2 foot



Marian Isabella Marquar, Eleven-Year-Old Daughter of Captain

Seattle Will Get Canal Trade Unless Portland Prepares.

ACTION IS VITAL TO CITY

Inspecting Harbor Engineers Decide That Lateral Wharves, Paralleling River, Are Best Suited

to Situation in Portland.

In the opinion of the board of haror engineers engaged by the Commission of Public Docks to report on the public docks situation in Portland, the wharves proposed must inevitably be lateral and parallel the river, to fa-cilitate freight handling and transship-

A general impression has been current that the proposed work would necessitate the construction of slips running into the river, alongside of which ships would lie, but this would be against the interests of the port,

assert members of the heard.

Much of yesterday was passed in a water tour of the riverfront, special attention being paid to the East Side. The harbor partol Elidor was called At a meeting of the job nto service. bers and shippers this afternoon at the Chamber of Commerce, members of the board will deliver addresses and ask for the views of the Portland men.

Opposition Not Serious.

"Despite the fact that in Portland a large part of the water frontage is owned by the railroads, there is no reason to anticipate trouble from this,"
commented W. J. Barney, Second Deputy Commissioner of the New York
Department of Docks and Wharves.
"We faced the same situation in New
York but when the railroads found we intended to go ahead they all climbed on the band wagon. I am inclined to believe the same condition will be noted here. The tendency of the railroads is to oppose public docks construction, yet it has been shown invariable that following their construction. variably that following their construc-tion, freight shipment by railroad in-

"Naturally, railroad opposition here is due to the fact that the rail lines want the long haul across the continent. It must be admitted, however, that with the opening of the Panama Canal there will be a tremendous amount of water-haul business. Now, the point I want to make is this: Is Portland or Seattle to have this busi-

"We have seen in New York how with the earlier development port, water shipments gravitated there, and now other ports, despite great development, are finding how hard it is to disturb established custom.

Business Future at Stake. "If you are not prepared in Portland when the Panama Canal is opened then the business for the Northwest must go to Seattle. If it once goes to Seattle and the steambship lines make that port their terminus, nothing short of an earthquake will disturb it."

Commissioner Barney showed him-self conversant with the Oregon sit-uation by remarking that the hinterland business here was destined to be enormous and that this business must find a convenient outlet. For this public docks were an absolute neces-

public docks were an absolute necessity, he declared.

Lateral development is best for a city with a harbor like Portland's, Commissioner Barney contends. Transshipment to either city or railroads is then made easy. Freight trains are saved from having to switch around a right angle into plers, which in-evitably results in congestion, he said.

\$1.75 Combinations | 75c Corset Covers Women's Corset Covers of

Undermuslin Dept .- 2d Floor.

A very special offering of Women's Gift Gowns, made of crepe cloth, longcloth or fine

muslin, in the slip-over style, with round or

square necks; kimono or butterfly sleeves;

also many styles with high neck and long

sleeves, trimmed with linen or \$1.69 Val. laces. Values to \$2.25, sp'l

French Underwear

Today we start out general sale of French

Hand-Made Underwear, comprising many

different styles and grades of garments; all

made generously full and well 1/4 Off trimmed and finished. Choose at 1/4

Women's Combination Corset Cover and Drawers or Corset dainty nainsook, longeloth and Cover and Skirt, made of good quality erepe or longcloth; crossbar dimity, trimmed with lace and embroidery and neatly Corset Covers are trimmed with finished with beading and ribfine embroidery, dainty laces, beading and wash \$1.49 bon. Our regular 75c 49c ribbon, \$1.75 vals. \$1.49 values, special at only bon. Our regular 75c

Hayser Silk Vests finished with the band top; the Italian silk quality. Our regular \$2.50 values, specialized \$2.00 for this sale only at—take advantage of this bargain

Royal Worcester Corsets, in the new, long, low-bust models, with

\$2 Corsets at 98c

\$1.49

some with allover embroidery.

extra long hips and back; made of good quality contil; tops trimmed in lace; hose supporters attached, and with hook-on front; our regular \$2.00 values, offered special for this 98c sale at the low price of \$2 Corsets \$1.49

An unusual sale of Rengo Belt Corsets, made of heavy-weight coutil, with reinforced abdomen. medium and low bust, double boning, top trimmed in lace: hose supporters attached; drawstrings and hook in front; regular \$2.00 values, of \$1.49 fered special at only

\$10 Corsets \$3.98 Extraordinary sale of sample lines of the well-known Bon Ton Nemos at Half Value Corsets for Christmas! In pretty Christmas boxes, for Nemo gifts. And at half real value!

Only a tew dozens of this latest Nemo, an advance 1912 model, for slender and medium figures, with the new "Holtite Straps" and Double-Top supporters.

A Great \$4.00 Value at Only \$2.00 Superb style, ex-

treme slenderness, and perfect comfort are produced by this beautiful new model. Fine white coutil, sizes 18 to 26; regular

Corsets in plain coutil, fancy brocades and batistes; values to \$3.50 for \$1.98; values to \$5 for \$2.98; values to \$10 for \$1.19 \$3.98; \$3 Royal Worcesfer Corsets for \$1.98; \$2.50 grades \$1.19

# The Big Economy Store Women's\$2.25Gowns 2 Days' Sale of Groceries

EASTERN HAMS, LB. 16¢ Best sugar-cured, guaranteed. CHOICE BACON, LB. 18c English style sugar-cured. Best. California Grape Fruit for 5¢ Round-Up Cleanser, 2 for 15¢ Laundry Starch, box for 55¢ Ben Davis Apples, box, \$1.25 Royal Baking Powder at 39c Catsup-Blue Label, only 18¢ Catsup-Snider's, bottle, 18¢ Catsup-Libbey's, bottle, 18¢ Prepared Mustard, jar at Sc Minced Clams, Quinalt, 3, 25¢ Minzed Clams, dozen, \$1.40

Only 12 More Shopping Days Until Xmas-Buy Merchandise Bonds for Xmas Gifts

Standard Sewing Machines Sold on the \$1 a Week Club Plan for Christmas Gifts

Olds, Wortman @ King

Crosse & Blackwell's in bottles. Bread never fails with this flr. SEEDED RAISINS FOR 10¢ Mowat's Fancy in packages. SEEDED RAISINS FOR Se Very good grade in packages. Cleaned Currants at only 10¢ Orange Peel, 2 lbs. for 35¢ Lemon Peel, 2 pounds for 35c Citron Peel, 2 pounds for 35¢ Layer Raisins, 2 pounds, 30¢ Imp't'd Smyrna Figs, lb. 25¢ 60c Queen Olives, quart, 40c 25c Ripe Olives, can only 20c Minced Clams, 2 cans for 25¢

\$550 Madras Curtains \$249 \$750 Madras Curtains \$389 \$850 Madras Curtains \$500 \$11 Madras Curtains \$6.29

In the big Drapery Store, on third floor, a sale of Imported Colored Curtains of good quality madras, one, two or three pairs of a kind, beautiful new color effects in rich floral, Oriental and wide silk stripe patterns, suitable for the living-room, hall or dining-room or for side drapes. Inspect this fine line of Curtains.

100 Pairs Sample Curtains At Less Than Half Price Slightly soiled Sample Curtains in all the latest styles, including

Arabian Lace, Renaissance, Irish Points and Brussels Nets and Filet Lace. For this sale the entire lot is reduced as follows: \$ 7.00 Curtains, pair, \$3.15 | \$18.00 Curtains, pair, \$8.35

\$ 8.00 Curtains, pair, \$3.60 \$27.00 Curtains, pr. \$12.35 \$12.00 Curtains, pair, \$5.40 \$40.00 Curtains, pr. \$17.95 Regular \$60.00 Curtains now priced at only, the pair, \$27.50

Special Demonstration of Aluminum Ware A 70c Sauce Pan for 45c

Showing how to clean burnt dishes and advantages of this ware.

never be in bits," said the Commis sloner. "If an organized plan of de-velopment for the Port of Portland is prepared, providing for a systematic manner of hauling a great shipping traffic, it will be found that the railroads must slip into line and develop their property accordingly." -

Rallroads Full Into Line. Barney said this had been the situation in New York, where the Bush Terminal Company's work had been backed by the railroads. They promptfollowed the development of the Bush system by formulating similar plans. The Bush plans were drawn

plans. up by E. P. Goodrich, who is a memer of the board now here. The situation in New York, however, varied from conditions here in that as that city was on an island, car floats were necessary to handle freight trains; these car floats were handled two abreast between the slips, Barney

explained. "For every dollar Seattle spends, "For every dollar Seattle spends, Portland can well afford to spend another," he added. "The tendency, other things being equal, is for water shipment to be carried as far into the interior as possible. Portland is further interior than Seattle, and should real-ize that she can draw shipments here. "Antwerp, a city no larger than Portland, is spending \$50,000,000 on dock development and plans to dam the whole River Schelt. London has purchased property to the extent of \$250,000,000 to have the dock property under one head and plans the expendi-

ture now of \$79,909,000 more to maintain that supremacy. Tax Burden Not Heavy

"In Liverpool you have the situation of the Mersey Docks and Harbor Board, in no way related to the municipality, controlling the waterfront of both Liverpool and Birkenhead. "In this county, and it is inevitable owing to our democratic form of gov-ernment, our boards must change from time to time and the work carried on time to time and the work carried on by one board may be stopped by an-other. It is for this reason that I say when the railroads see that politics is not the controlling factor in a docks board, they will assist it in its work." Barney said that privately owned property already had been shown the board in Portland that is available for the heginning of a public docks sys-tem.

"It will be found," he continued, "that the construction of public docks will not mean that the taxpayer must will not mean that the taxpayer must delve into his pockets. Following the construction of the first unit, it has been found that docks are self-sup-porting and will be able to retire their own bonds. In this instance, I see no reason why Portland's original appropriation of \$2,500,000 should not be sufficient to care for all the preliminaries. Future development can be on a prearranged plan and may take care of itself."

## Marine Notes.

The oil tank steamer W. S. Porter sailed last night for California after discharging her cargo of fuel oil. The Norwegian steamship Hans B., with a cargo of grain from this port, is reported to have arrived at La Palmas yesterday.

The French bark Rogastein has finished lining at the Eastern & Western Mill and will be shifted this merning

The steamer Roanoke arrived last night from San Pedro and San Francisco with freight and passengers. The steam schooner Temple E. Dorr sailed from San Francisco Saturday night for this port with a cargo of cement.

The steam schooner Shoshone will complete discharging cement today and will then proceed to St. Helens to load lumber for San Francisco. The British steamship Fitzpatrick sailed yesterday from San Francisco for this port and is under charter to

load grain for Europe. The steamer Breakwater arrived yesterday afternoon from Coos Bay with a good freight and passenger list. She had a pleasant voyage, except that considerable fog was encountered.

The Norwegian steamship Hornelen sailed yesterday from San Francisco for Eureka, where she will take on a partial cargo of redword for Australia and then come to this port to finish her lumber cargo.

## NEW SCHEME IS PROPOSED

Hood River Proposes to Send Publicity Men to the East.

HOOD RIVER, Or., Dec. 10 .- (Special.)-Among the out-of-town speakers at tomorrow's meeting of the Commercial Club will be C. C. Chapman, manager of publicity of the Portland Commercial Club. The members will get together tomorrow evening to pro-pose plans for publicity campaigns next season. It has been suggested that in-

season. It has been suggested that instead of sending out booklets, it will
be more valuable to send men into different parts of the East and Middle
West to interest prospective homeseckers in the apple valley.

Three new directors will be elected at
tomorrow evening's meeting. The candidates are: C. P. Ross, hotel man;
James E. Montgomery, realty dealer;
Frank A. Cram, merchant; R. W. Pratt,
banker; James E. Robertson, lumberman, and Dr. J. F. Watt.

## MAN, SHOT, WALKS TO HELP

Dubois Lumber Company Employe May Die as Result of Injuries.

VANCOUVER, Wash., Dec. 10.—(Special.)—With the muscles of his right arm from his wrist to his elbow shot away, and bleeding profusely, Waiter Parsons, 25 years old, walked more than a mile to the Burlingame ranch, to telephone for medical assistance. A dector hastened to him in an automobile, and after partially stopping the VANCOUVER, Wash., Dec. 10 .- (Spebile, and after partially stopping the flow of blood, rushed him four miles



"Development of a harbor should to the Irving dock to take on cargo. to a hospital, where the wound was agreed and was discharged from ser Parsons, an employe of the Dubois as standing 11 for acquittal to one for Parsons, an employe of the Dubois
Lumber Company, went out duck hunting in a boat on Vancouver Lake today,
and when he landed the boat, grasped
the muzzle of the shotgun and pulled
it towards him, discharging the
weapon. Parsons is in a dangerous
condition from shock and loss of blood,
and his recovery is doubtful.

Canyon City Jury Disagrees.

CANYON CITY, Or., Dec. 10 .- George W. Anderson, who shot and killed Attorney George Barnes in this city last June and was indicted for murder in the second degree by the grand jury at the present term of the State Circuit Court, was on trial on the charge this

week, and the jury in the case dis-

Pianos rented, \$3 and \$4 per month. Kimball, Chickering, Kohler, Weser. Free drayage. Kohler & Chase, 375 Washington street.







For Christmas

HERE is nothing that can show more consideration for beauty, service and quality than Waterman's Ideal Fountain Pen. It is a useful present that is easy to buy and send. Made in sizes and styles to suit every hand and writing requirement. There are plain pens and diamondmounted pens and all intermediates, to suit your purse and the occasion. There is the same superiority in all. Fountain Pens, to be satisfactory and permanent, must have the patented parts found only in those bearing the trade-mark Waterman's Ideal. Fine, medium, coarse, stub and oblique points. Gold pens exchanged until suited. The action of any steel pen can be matched. Regular, Safety and Self-Filling.

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