TELEGRAMS SENT BY TRAIN SEIZED

Five Western Union Agents With Briefcases Full of Messages Arrested.

POSTAL LAW HELD BROKEN

Telegraph Company Said to Have Been Conducting Illegal Traffic Long Time—Executives to Be Prosecuted.

WASHINGTON, June 20.—Transmission of night letter telegrams by train messenger instead of by wire between Eastern cities is a practice of long standing, it was learned today after the Postoffice Department had taken action to stop the traffic by arresting five train agents of the Western Union Company who had brief cases filled with night messages, which they were carrying between New York, Boston, Philadelphia, Baltimore and Washington.

The messengers, four of whom were taken at New York and one at Boston, will be called before a Federal grand jury. Those responsible for it will be charged with violating the law giving the Government postal system a monopoly of the transmission of public communications by train or other post routes.

It was intimated today that a few high officials of the company knew of the practice. Upon conviction they would be subject to the penalty of $500 fine or six months' imprisonment for each offense.

Much Evidence Obtained.

Postal inspectors who made the seizures today had previously gathered evidence, it is said, that thousands of night letter telegrams have been carried by train between the Eastern cities and delivered to their destinations with all the earmarks of having been sent by wire.

Fictitious letters and figures, ordinarily indicating the identity of the telegraph operators at each end of the wire and the time of receipt, were borne by the messages, which had been typed in the offices where they originated.

By leaving either end of their routes on midnight trains, messengers were usually able to deliver bundles of messages in the destination cities early the following morning and the telegrams were then distributed to the addressees as if they had just come by wire.

On some occasions, it is said, trains were held up for hours, and the telegrams were then transmitted by wire from the nearest station.

System Long in Operation.

Reports reaching the Postoffice Department today after the seizures were that the system of sending quantities of messages by train had been in effect for many years, and that since it often relieved wires already overburdened and resulted in delivery as promptly as if they had actually been telegraphed, the practice was considered justified.

Postal authorities will refer their evidence to District Attorneys in New York and Boston for prosecution, which, it is said, will be directed at the company officers or executives responsible for the system, rather than at the messengers, who acted only as employes under instruction.

NEW YORK, June 20.—Newcomb Carlton, president of the Western Union Telegraph Company, today declined to discuss the arrest of agents of the company on charges of conveying "night letters" by train instead of by wire.

ADVICE GIVEN MOOSE

JUDGE MORROW URGES MEMBERSHIP OF MINISTERS OF GOSPEL.

At Least One Divine, Says Speaker, Should Be in Every Lodge—Quality to Be Preferred to Quantity.

EUGENE, Or., June 20.—(Special.)—The procuring of at least one member who is a minister of the gospel by every lodge of the Loyal Order of Moose in the state of Oregon was urged in an address here today by Circuit Judge Robert F. Morrow, the principal speaker at the first annual meeting of the Oregon Field Day Association of the order. Judge Morrow urged the lodges of the state to seek quality instead of quantity in building up their membership, asserting that the order should strive for intellectual, as well as social development. An invitation from the Portland lodge of Moose to hold the next anual field day meeting in that city was unanimously accepted, the date of the meeting to be determined by the Portland lodge. The Field Day Association elected Rev. Owen F. Jones, of Baker, as president. Other officers chosen are as follows: George M. Orton, of Portland, vice-president; A. K. Meek, of Eugene, secretary; Allen R. Joy, of Portland, treasurer.

A resolution was passed urging the appointment of Rev. Owen F. Jones, of Baker, by the National war commission of the order, as one of the moral workers of the Moose with the war forces in France.

THE TORCH OF LIBERTY

You Can't Lose by Buying

War Savings Stamps

Neither can our Boys if you back them up in this patriotic way.

NATIONAL WAR SAVINGS DAY

June 28th

This Space Donated by

Sealy-Dresser Co.

290 Stark Street

OFFICIAL CASUALTY LIST

WASHINGTON, June 20.—The Army casualty list today contained 73 names divided as follows:

Killed in action, 17; died of wounds, 9; died of airplane accident, 2; died of disease, 7; died of accident and other cause, 1; wounded severely, 32; wounded, degree undetermined, 4; missing in action, 1.

The list follows:

KILLED IN ACTION—Lieutenants Henry L. Eddy, New Britain, Con.; Judson P. Galloway, Newburgh, N. Y.; Corporals John C. Brown, Atlanta, Kan.; George D. Dole, New Haven, Conn.; John H. Owen, Mattoon, Wis.; Wagoner John T. Cassidy, Providence, R. I.; Mechanic Ray A. Hanson, Shell Lake, Wis.; Privates Harry Barrick, Townsend, Mont.; Patrick Barthelett, Backoo, N. D.; Hiram Q. Cox, Fairmont, Ind.; William Gallagher, Londonderry, Ireland; Fred B. Jenkins, Huntsville, Ky.; Frank Just, Penn Yan, N. Y.; Joseph L. McAvoy, Chicago; Joseph H. Regan, Pittsfield, Mass.; John Stevenson, Chicago; Marvin Williams, Collinsville, Ala.

DIED OF WOUNDS—Lieutenant Calvin L. Capps, Lucama, N. C.; Mechanic Jim Arnold, Belle Buckle, Tenn.; Privates Reuben W. Biesecker, Mondovi, Wis.; Harry T. Brooking, Kirksville, Mo.; Antonio Grassi, Mozzano, Italy; Clarence St. John, Cleveland, O.; Dale L. Scott, Rinardmills, O.; Walter Stelmaszek, South Chicago, Ill.; Sergeant Edward A. Tenbroeck, Springfield, Mass.

DIED OF DISEASE — Major Edward Shoults, Alexandria, Va.; Corporal Edward Harvey, Princeton, Ky.; Fireman Juan Diaz, Colonia, Spain; Private Percy Bergin, Lisbon, N. H.; Percy E. Cobb, Attleboro, Mass.; William Hill, Rocheport, Mo.; Robert A. Murray, Jr., Braintree, Mass.

DIED IN AIRPLANE ACCIDENT—Lieutenant Joe G. Trees, Pittsburg, Pa.; Sergeant Frank Ennis, Valley Falls, R. I.

DIED OF ACCIDENT AND OTHER CAUSES—Private Thomas Payne, Dayton, O.

SEVERELY WOUNDED — Lieutenants James P. Arnold, Butler, Mo.; E. T. Erickson, Livingston, Mont.; James C. Ferguson, Tipton, Ia.; James Alexander Henderson, Bridgeton, Mo.; Norbert W. Markus, Quincy, Ill.; Leon G. Ruth, Clinton, N. Y.; Frederick B. Stokes, New York; Sergeants Charles F. Davis, Bonne Terre, Mo.; David P. Hay, Campbellsville, Ky.; Corporal John Bennett, Jacksonville, Fla.; Privates Joseph Ciechowski, Rockville, Conn.; James C. Cox, Indianapolis; Joseph T. Farmer, Yonkers, N. Y.; Harvey Green, Rockjert, Ind.; John Grogan, Jr., Rumson, N. Y.; John Grubb, Wilmonton, Del.; Martin F. Hayes, Syracuse, N. Y.; Albert Hewett, Stafford Springs, Conn.; Lawson E. Howar, Frackville, Pa.; Paul Laurokovic, Minski, Russia; Charles Marczewski, Schenectady, N. Y.; Warren P. Mummert, Penbrook, Pa.; Daniel Plummer, New York; Fred M. Reynolds, Delton, Va.; Richard S. Russell, Wills Point, Tex.; Walter S. Stewart, Lakeview, Miss.; William Ulrich, New Britain, Conn.; George S. Ungar, Harnopol, Austria; Bert T. Weidler, Sapulpa, Okla.; William West, Richmond, Va.; Benjamin C. White, South Hadley, Mass.; William E. Williams, Shrewsbury, W. Va.

WOUNDED, DEGREE UNDETERMINED—Privates Leverett E. Bishop, New York; Artie E. Browning, Washington, D. C.; John W. George, Des Moines, Ia.; James L. Reilly, New York.

MISSING IN ACTION—Lieutenant Oliver J. Kendall, Naperville, Ill.

PRISONERS, PREVIOUSLY REPORTED MISSING—Captain George C. Freeland, Westville, Conn.; Sergeant Harold W. Tucker, Providence, R. I.; Corporals Jack Bathgate, Orange, Con.; Thomas F. Barry, New Haven, Conn.; Harold A. Bergman, New Haven, Conn.; Melvin R. Carlson, Jamaica Plain, Mass.; Arthur F. Johnson, Middletown, Conn.; Mechanics Augustus H. Chapman, Golchester, Conn.; Peter F. Plant, Quincy, Mass.; Privates Adellard Barbeau, Danielson, Conn.; Percival Barnes, New Haven, Conn.; Lester Bigelow, New Haven, Conn.; William S. Cardell, Cranston, R. I.; Harry C. Caverly, Manchester, N. H.; Clyde D. Charrette, South Deerfield, Mass.; Lester R. Clark, New Haven, Conn.; George E. Collver, New Haven, Conn.; Ernesto de Martino, Hartford, Conn.; Oliver T. Elliot, Boston; Antoine Gagnon, Bristol, Conn.; Howard M. Garton, Pawtucket, R. I.; Frank Gillespie, Dorchester, Mass.; Louis J. Goldman, Philadelphia; George L. Hawley, Hartford, Conn.; William R. Hier, Bristol, Vt.; William Hopke, Brooklyn, N. Y.; Lewis R. Lenhart, Sommerfield, Pa.; Lloyd W. Litchfield, Needham, Mass.; John J. Milan, South Boston, Mass.; Joseph A. Reach, Ridgefield, Conn.; Earl C. Rogers, Danville, Vt.; Frank Sutcliffe, Fairhaven, Mass.; Arnold D. Umba, Middletown, Conn.

NOTE—Previously reported killed in action, now reported missing in action, Private Clarence L. Massey, Columbus, Ga.

CHICAGO, June 20.—Second Lieutenant Bernard F. Hurless was dangerously injured, perhaps fatally, and First Lieutenant Charles Driver was seriously hurt today when a trench mortar exploded at Fort Sheridan.

MONTGOMERY, Ala., June 20.—Second Lieutenant Halbert Clark, of Washington, D. C., was killed, and Cadet Aviator Erdman was injured today near Taylor Field by the fall of an airplane in which they were flying at a height of 800 feet.

ABERDEEN, Miss., June 20.—Lieutenant Leo M. Hines, Ellenwood, Kan., and Lieutenant Francis M. Roberts, of Watertown, N. Y., are dead, and Lieutenant Robert G. Moore, Elmwood Place, O., may die as the result of an airplane collision today at an altitude of 1700 feet near Payne Field.

MEMPHIS, Tenn., June 20.—Losing control of his airplane while attempting a landing, Cadet Flyer H. W. McClannahan, of Lewisburg, Tenn., fell several hundred feet at Park Field, Tenn., today and was killed.

G. A. STEEL IS DEAD

Portland Pioneer Passes at Age of 72 Years.

LIFE IS USEFULLY SPENT

Former Postmaster Active in Political and Industrial Growth of State—First Streetcar Line in City Built by Him.

George A. Steel, pioneer in Portland, twice postmaster of the city, builder of its first electric lines and for one term State Treasurer of Oregon, died late yesterday at the Good Samaritan Hospital.

Mr. Steel's death followed that of his wife at an interval of only eight months. He had been critically ill and a patient in the hospital for eight weeks, but his illness with Bright's disease extended over a longer period.

In earlier days Mr. Steel had a large part in the political and industrial life of Portland and the state. He came into prominence as chairman of the State Republican Central Committee during the acrid Hayes-Tilden campaign in 1876. For two terms he served as postmaster of Portland, the first in 1881-1885, the second from 1890-1894.

During the second term of Senator Chamberlain as Governor of Oregon Mr. Steel was State Treasurer, elected on the Republican ticket. While not engaged in political activities he busied himself with industrial enterprises, those relating to electric lines being on a large scale for the decade that witnessed them.

With his brother, William G. Steel, now superintendent of Crater Lake Park, he built the Fulton-street and the Oregon City carlines, the first in Portland. He was a member of the original book and stationery firm, now the J. K. Gill Company, then but the partnership, Gill & Steel. Small fortunes, realized in some of his ventures, were lost in others.

For some time after the death of his

George A. Steel, Pioneer, ex-Postmaster of Portland and ex-State Treasurer, Who Died Yesterday.

wife Mr. Steel maintained his home at 242 East Twentieth street. Later, before being taken to the hospital, he made his home with old-time friends of the city.

An adopted daughter, Mrs. Minna Harper, lives at Berkeley, Cal. She and the brother comprise the only immediate surviving relatives. It is not yet known whether either will attempt to come for the funeral, which will probably be held tomorrow.

Mr. Steel was born at Stafford, O., April 22, 1846, being past 72 years old at the time of his death. He came to Portland in 1862, at the age of 16 years, and throughout the remainder of his life counted this city his home.

O'LEARY PLEADS SICKNESS

(Continued From First Page.)

the trial of a divorce action at Reno and this was the object of his assistant's trip.

Lyons "took the bull by the horns," O'Leary said, bought two tickets for St. Louis without consulting him and then prevailed upon him to go West.

The defense laid much emphasis on testimony tending to show that O'Leary, since his return from Sara, Wash., Tuesday, in custody of Federal officers, had had no opportunity of conferring with his brother, his counsel or others interested in John's behalf, relative to the testimony he would give today.

Hearst Paper Reaches Prisoner.

Then Earl B. Barnes, the Assistant District Attorney, prosecuting the case, elicited from the Sinn Feiner a statement that he had read in this morning's New York American an interview with T. B. Felder, attorney for John J. O'Leary, which gave Felder's version of the testimony Jeremiah "was expected to give" at the trial today "if he told the truth."

This paper O'Leary said, he had seen at the Tombs prison, where he has been confined. Papers spread upon the floor of his cell as a "makeshift carpet," and which were dated as far back as June 5, furnished him with information as to the progress of his brother's trial, the witness admitted.

Prisoner Keeps His Nerve.

O'Leary maintained his composure throughout the day's questioning. A smile overspread his features most of the time, but once or twice he became nettled when questioned as to the "persecution" he claimed to have feared from the Government.

GOMPERS IS RE-ELECTED

MOST OFFICERS OF FEDERATION OF LABOR REMAIN IN OFFICE.

President of Organization Says Toilers of United States Will Continue to Support War.

ST. PAUL, Minn., June 20.—After re-electing most of its officers, the American Federation of Labor concluded its sessions here late today and adjourned to meet next year in Atlantic City, N. J.

President Samuel Gompers, Washington; secretary, Frank Morrison, Washington, and treasurer, Daniel J. Tobin, Indianapolis, Ind., were re-elected without opposition.

James O'Connell, Washington, second vice-president, and an officer in the federation for 23 years, announced that he would not be a candidate for re-election because of certain regulations in the union to which he belonged. Accordingly each re-elected vice-president was moved up one step on the list.

The following other officers were elected:

First vice-president, James Duncan, Quincy, Mass., re-elected; second vice-president, Joseph F. Valentine, Cincinnati; third vice-president, John R. Apine, Chicago; fourth vice-president, Frank Duffy, Indianapolis; fifth vice-president, William Green, Indianapolis; sixth vice-president, William D. Mahon, Detroit; seventh vice-president, Thomas A. Rickert, Chicago, and eighth vice-president, Jacob Fischer, Indianapolis, Ind.

Rickert displaced H. B. Perham, St. Louis, who was an officer for more than 10 years. Fischer was the victor in a hot three-cornered fight with James Wilson, Cincinnati, and William H. Johnston, Washington. Johnston was nominated on the first roll call, and Fischer nosed out Wilson on the second ballot.

In closing the convention President Gompers declared that the German military machine—the result of 50 years of preparation—was beginning to show signs of crumbling, and predicted that the combined allied-American Army soon would be victorious.

"American labor has done, and will continue to do its full share of the work and fighting necessary to bring victory to the cause of freedom and justice," he said.

FUGITIVE FIGHTING HUNS

Man Wanted in Lane County Writes From "Shell Holes of France."

EUGENE, Or., June 20.—(Special.)—Daniel Michael, fugitive from Lane County, is now among "the shell holes of France," according to a letter received here today. Michael in writing to a friend inclosed his photograph in the uniform of the Canadian Engineers. After flight from Lane County about one year ago he was arrested at Crescent City, Cal., where he broke jail by prying off bars from the jail window a few hours before the arrival of an officer from Lane County, who expected to bring the prisoner back to Oregon.

The letter today was the first word regarding his whereabouts since his disappearance from the California city. Michael is wanted here on a statutory charge.

Read The Oregonian classified ads.

DON REGION TO BE FOR COSSACKS ONLY

Movement in Progress for Expulsion of Jews and All Other Settlers.

40,000 REFUGEES SUFFER

Plight of Russians Awaiting Permission to Enter German Occupied Territory Said to Be Deplorable.

MOSCOW, Tuesday, June 11.—(By the Associated Press.)—Since taking over control of the Don region, the Don Cossacks, under the leadership of General Krasnoff, have begun the expulsion of all new settlers as well as Jews.

The Cossacks have long resented settlement by newcomers in the Don region and fights between the two parties have taken place. All Cossacks between the ages of 18 and 60 are engaged in the crusade to expel newcomers.

ORSHA, Mohilev, Russia, June 9.—(By the Associated Press.)—The condition of the 40,000 refugees gathered here awaiting permission to enter German occupied territory is extremely bad. About 70 per cent of them are women and children.

The all-Russian union of cities which is caring for the refugees is feeding 12,000 daily. Soup with little meat and a quarter-pound of bread is given each person.

In spite of the offer made by the union to provide Germany with trains to transport the refugees gathered at Orhsa in greater numbers, so as to prevent the spread of epidemics in the hot season, the Germans have flatly refused to expedite the work. The situation is aggravated by the constant arrival of new batches of refugees.

ACCIDENTS ON INCREASE

TOTAL OF 20,769 PERSONS HURT IN YEAR IN OREGON.

Industrial Accident Insurance Commission Reports That Only 169 of Those Injured Succumbed.

SALEM, Or., June 20.—(Special.)—In a statement issued today by the Industrial Accident Commission covering its business for the year ending May 31, a great increase in work for the period is pointed out, owing to the fact, the commission states, that a much larger number of firms have taken advantage of the workmen's compensation act and greater activity caused by war conditions.

In the statement the commission says:

"During the year ending May 31, 1917, 11,761 accidents were reported to the commission, of which 83 were fatal, while during the past year 20,769 accidents were reported, 169 of these being fatal.

"Employers contributed to the insurance fund during the past year $1,573,590.32, while in the preceding year the total was only $832,175.59. The payments made by workmen during the same periods were $106,400.44 and $145,561.89, respectively.

"There was paid out in compensation benefits during the past year $1,266,642.74, and for the preceding year the total was $884,942.22.

"During the year ending May 31, 1917, the cost of administration was equal to 7.68 per cent of the total receipts, while for the last 12 months the ratio was lowered to 5.17 per cent. Out of all moneys spent by the commission for every purpose since the law became effective, injured workmen have received in compensation benefits 91.71 per cent of the total expenditures."

LLOYD SURVEYOR HERE

PORTLAND AND COLUMBIA RIVER YARDS INSPECTED.

James French on Way to Japan in Interest of Big Marine Classification Society.

Lloyd's chief surveyor in the United States and Canada, James French, known to every steel shipbuilder in the country and to most of the wooden constructors as well, is here on an inspection trip of the yards in advance of a voyage to Japan in the interest of the big marine classification society.

Mr. French says the tremendous rush of ships, the result ofth e most gigantic programme the world has ever known in a maritime way, is not lessening workmanship, and the carriers are going into commission for the allied governments as though in peace times. In the United States there are two classifications having to do with American tonnage, Lloyd's and the American Bureau of Shipping. On French ships the Bureau Veritas governs, that being the French classification society.

Yesterday Mr. French, accompanied by Walter Lang, representing Lloyd's in the Oregon district, inspected ships at the Northwest Steel Company, Columbia River Shipbuilding Corporation, Albina Engine & Machine Works, and the Columbia Engineering Works. Today they will visit the plants of the Supple-Ballin Shipbuilding Corporation, the Peninsula Shipbuilding Company and the North Portland and Vancouver yards of the G. M. Standifer Construction Corporation. Mr. French took in British Columbia yards en route from New York and returns to the Puget Sound district tonight to visit yards there, sailing from Seattle for Japan June 27.

ENGINEER IS NOT BLAMED

Auto Driver Responsible for Disaster at Medford.

MEDFORD, Or., June 20.—(Special.)—A Coroner's jury today returned a verdict relieving the Southern Pacific of all blame for the automobile accident Tuesday which resulted in the death of Peter E. Stream and Mrs. E. L. Hurd, of Hoquiam, Wash.

"We find from the evidence that the occupants of the automobile did not exercise due diligence when approaching the crossing," said the report in part. Mrs. E. L. Lord, the only survivor of the accident, did not testify, as she is still in the hospital suffering from shock.

It became known today that Mr. Stream was en route to Berkeley, Cal., to marry a Mrs. A. E. Stream, widow of a cousin who died several years ago, when the accident occurred.

HARD WORK FOR WOMEN.

It is a question if women doing men's work deserve particular sympathy, for it is doubtful if there is any work that is harder than every-day housework. Overwork tells on the kidneys, and when the kidneys are affected one looks and feels older than the actual years. Mrs. A. G. Wells, R. R. 5, Rocky Mount, N. C., writes: "I cannot praise Foley Kidney Pills enough for the wonderful benefit I have derived from their use for a short while." Sold everywhere.—Paid Adv.

Million Pounds of Ice Contracted.

VANCOUVER, Wash., June 20.—(Special.)—A million pounds of ice or more will be needed by Uncle Sam in Vancouver Barracks during the coming year to keep the food of his nephews cool and sanitary, and to supply this ice, once thought a luxury, but now a necessity, a contract was given to the Vancouver Ice & Cold Storage Company. The contract is for from July 1, 1918, to July 1, 1919. It will be supplied as needed daily.

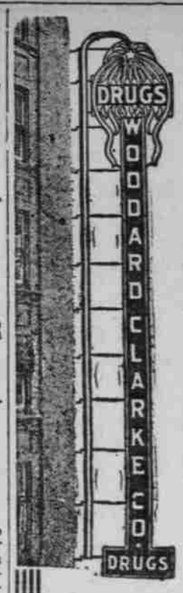
WALLA WALLA VIEWS FIRE

Remote Mountain Blaze May Put Summer Range in Jeopardy.

WALLA WALLA, Wash., June 20.—(Special.)—Flames which lighted up the whole eastern sky were plainly visible here late last night and until morning from a forest fire on the top of the mountain about midway between Dixie and the Mill Creek watershed. The fire was reported today to the Forestry Department.

The fire presented a beautiful appearance, the flames showing over the mountain and giving the appearance of a huge volcano in violent eruption. The fire is believed to be in an isolated and uninhabited portion of the mountains. Efforts will be taken to stop it immediately, so that it will not spread to the reserve, where hundreds of thousands of sheep and cattle are on Summer range.

LONDON, June 20.—The British Food Minister yesterday announced that Herbert C. Hoover, American Food Administrator, will be the guest of the nation when he visits England in a few weeks.



BRING THE COUPON

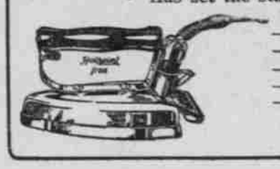
—It Is Worth 20 Extra S & H Trading Stamps TODAY AND TOMORROW

Bring This Coupon AND GET 20-EXTRA-20 "S. & H." Trading Stamps on your first $1 cash purchase and double on the balance. Good on first floor and in basement today and Saturday, June 21 and 22.

You Must Back Up Our Boys—Loan Your Dollars to the Government—Buy War Savings Stamps For Sale at Our Sub-Station Postoffice—Basement.

Men's All-Wool Bathing Suits.....$5.00 to $7
Ladies' Bathing Suits.....$2 to $10
Boys' Bathing Suits.....$1.50 to $4.25
With every bathing suit sold today and Saturday, amounting to $3.00 and over, we will give FREE OF CHARGE
One Bathing Suit Bag
BATHING CAPS—WATER WINGS—EAR STOPPERS—SHOES—SOX
Whatever you need, we have it.

HOTPOINT ELECTRIC IRON
Has set the standard for years



Exclusive Advantages—
—Point always hot enough.
—Cool handle (not holder).
—Tips up on attached stand.
—Thumb rest—rests the hand.
—Hinged plug overcomes cord breakage.
5 or 6-lb., $5.00

See Our New Stock of PYRALIN IVORY JUST IN

IRON-RUST SOAP
Removes rust, ink and other stains with magical effect. Tube, 25¢

Housewives, Mechanics, Laborers, Merchants, Bankers
People from all walks of life are experiencing the pleasure and satisfaction of
Painting and Tinting Their Own Homes. You can do it. No experience necessary.
Call us up and we'll gladly send you prices and colors—or stop in any day and let us show you.
ALABASTINE—17 different shades and white, per package, 65¢

DRUGS

2 oz. Henna Leaves	15¢
4 oz. Rochelle Salts	25¢
1 lb. Whiting	10¢
1 lb. Cream Tartar	95¢
8 oz. Wood-Lark Antiseptic Witch Hazel	25¢
4 oz. Fluid Extract Cascara Aromatic	40¢
Wood-Lark Fly Repellant	35¢ to $1.25
Cla-Wood Poison Oak Salve	25¢
Bed Bug Banisher, pints 40¢, gallons	$1.90
Wood-Lark Silver Shine	25¢
Dandy Roach Destroyer	50¢

FACE CREAM

50c Sempre Giovine	49¢
$1.00 Hind's Honey and Almond Cream	90¢
$1.00 Othine	98¢
$1.00 Miolena Freckle Cream	85¢
$1.00 Wood-Lark Freckle Cream	85¢

Better Value for Your Light Money
For identically the same light bills as you pay at present, you can have whiter light and just as much of it, and at the same time save enough current to operate an electric flatiron, toaster or other electrical conveniences. To do this, discard your old carbon lamps and fill every socket with MAZDA LAMPS
10, 15, 25, 40, 50 Watt, each.....30¢
5 in box, $1.50

Save Your Quarters by Shaving Yourself
We have a few exceptional values in
BLADE RAZORS
that we are offering at a very low price.
Regular $3.00, $3.50 and $3.85 at.....$1.98
Regular $2.00, $2.75 at.....$1.39
Regular $1.25, $1.50 at.....89¢

FACE POWDER

50c Pozzoni's	39¢
50c LaBlache	45¢
50c Carmen	45¢
25c Woodbury's	22¢

TOOTH PASTE

50c Pepsodent	45¢
25c Colgate's	23¢
25c Lyon's	20¢
Senreco	25¢

DEODORANTS

25c Amolin	23¢
25c Spiro	22¢
50c Odorono	45¢
25c O. D. R. Cream	15¢

THERE'S ONLY ONE WAY
To Secure a Satin Skin
Apply SATIN SKIN CREAM, then SATIN SKIN POWDER

Woodard, Clarke & Co.
ALDER STREET AT WEST PARK. MARSHALL 4700—HOME A 6171
Always "S. & H." Stamps First Three Floors

COLUMBIA
Today and Tomorrow Only
CHARLES RAY
Scrappier Than Ever in His Own Home Town
Mack Sennett's Scream Two Tough Tenderfeet
Start an Account With Uncle Sam—Buy a War Stamp.

Pledge Yourself and Encourage Others to Buy War Savings Stamps

Special Week-End Blouse Offering

Make your selections of dainty Summer-time Blouses from this carefully selected grouping of the latest models.

Georgette and Crepe de Chine Blouses
A number of very smart new Summer blouses, embodying many of the recent shades and featuring the new square and Dutch necks.
Specially Priced $5.95

Lingerie Blouses
An unusual variety of these popular and charming blouses in the most recent styles.
Specially Priced $1.95

H. Liebes & Co.
149-151 BROADWAY
Established 54 Years FURS