CHAUFFEUR HELD FOR KILLING BOY

William McCallig, Who Ran Down Ellis Korklin, Must Answer.

HIS GROSS CARELESSNESS

Coroner's Jury Has No Hesitancy in Accusing Driver of Auto Which Crushed Out the Life of 12-Year-Old Lad.

GROSS CARELESSNESS CHARGED.

A Coroner's jury finds that Ellis Korklin, the 12-year-old boy who was killed by an automobile Friday night, came to his death by the gross carelessness of William McCallig, the chauffeur.

McCallig charged with manslaughter, but released on bail pending a preliminary hearing before Judge Cameron.

Chief Gritzmacher will issue stringent orders to compel automobile drivers to heed ordinances in regard to speed and other requirements.

Small number of accidents by automobiles in Portland caused ordinances to be disregarded in the matter of speed.

Many arrests have been made, but only on misdemeanor charges. McCallig is the first auto driver to be charged with a felony.

The only serious accident previous to the death of young Korklin was in a collision between a wood wagon and an automobile driven by "Sketch" Davis near the Twelve-Mile House last Summer, when Davis and two women companions were battered and bruised.

A Coroner's jury in the case of Ellis Korklin, the 12-year-old boy who was hit and instantly killed by a 20-horsepower automobile Friday night, decided on a verdict at 4 o'clock yesterday that Korklin came to his death through the gross carelessness of the chauffeur, William McCallig, who, although not exceeding the speed limit, had neglected to sound an alarm or to keep his forward lights burning.

The jury was made up of A. B. Stewart, M. W. Rath, P. Murray, J. H. McBride, C. Silver and P. Ehrstein. A great deal of testimony was taken by the jury. The children who had been playing with little Korklin just before his death told how the automobile had run him down without warning. Others testified that there were no light burning on the machine and that not the slightest signal was given before the child was killed. It was brought out that if lights had been burning the auto could have been seen at least three blocks away, and death would probably have been averted.

No Hesitancy in Verdict.

No hesitancy was expressed in returning a verdict finding McCallig guilty of gross negligence. The only wonder expressed was that others had not been killed by the big machines tearing around the city at a great rate of speed.

Chief Gritzmacher is willing to take drastic measures to prevent accidents of a similar nature, and he will issue an order to the captains of police requiring them to see that the speed limit is not being disregarded. Captain Bailey, of the second relief, has made relentless warfare on automobilists with speed proclivities, and many arrests have resulted from the crusade against them. As no one had, heretofore, been killed, the city ordinances have not been strictly enforced. But now, says Chief Gritzmacher, chauffeurs will either obey the ordinances or go to jail.

Charged With Manslaughter.

McCallig, who when arrested was charged by Captain Slover with manslaughter, was released by Judge Cameron yesterday. His preliminary hearing will probably be held tomorrow.

McCallig has always borne the reputation of a careful driver, but in neglecting to keep his lights burning Friday night suffered the consequences of the one mistake he has made.

The two women who were in the automobile when the accident occurred made themselves known yesterday, but said they had no intention of keeping their names from the police. Both women—Mrs. R. Politi, living at Third and Market streets, and Mrs. Ida Smith, living at Seventh and Clay—said yesterday that they remained at the scene of the accident until the body was removed by the coroner. Mrs. Smith said that she held the head of the dying boy until he had expired.

Only Previous Serious Accident.

Previous to the Korklin accident Friday night injuries caused by automobiles were few and far between. Last Summer "Sketch" Davis, a chauffeur, in company with two women, while driving an auto to Portland from the Twelve Mile House, collided with a wood wagon and was thrown from his machine. Davis was not badly hurt but the two women received serious injuries and were removed to Good Samaritan Hospital, where, after prolonged suffering, they recovered.

Policemen have made frequent efforts to enforce the speed ordinance, especially on the crowded streets of the city. Detectives have been stationed at street corners with stop watches to take the time of passing machines. As a result, many arrests have been made, almost every owner of a machine in Portland having had to pay a fine at one time or another. That no other fatalities have occurred is due, it is said, not to the carefulness of drivers but to the sprightliness of pedestrians.

HOT WAVE IS UNUSUAL.

Rarely Does the Thermometer Go So High Early in July.

Statistics compiled by Forecaster Beals, of the United States Weather Bureau, shows the present hot wave to be something out of the ordinary for so early in the month. The hottest July day registered previous to last Tuesday, when the thermometer went up to 101, was on July 23, 1891, when the gauge in the weather office registered 102 degrees.

Since that time there has been only one other instance of the heat registering near that figure, which was on July 25, 1904, when the 100-degree mark was reached.

The figures for July during the past ten years for the hottest ten days of the month show that the mercury has risen to 99 on only two occasions, which were July 2 of the present year and July 8 of 1906, and these are the only instances outside of the century marks where the gauge has registered over 95.

The hot waves noticed in this vicinity during July for the past ten years have been recorded at the Weather Bureau as follows: July 7 to 13, 1895, the temperatures for each day were 79, 85, 92, 94, 93, and 83; 1896, from July 14 to 20, 91, 92, 89, 87, 91, 90 and 93; 1897, from July 9 to 15, 84, 92, 83, 78, 80, 76 and 73; 1898, July 25 to August 3, 70, 76, 85, 89, 93, 95, 93, 95, 89 and 73; 1899, July 23 to 29, 77, 77, 88, 92, 91, 87 and 77; 1900, July 18 to 24, 84, 89, 90, 88, 85, 80 and 77; 1901, July 29 to 26, 83, 73, 73, 75, 74, 79 and 71; 1902, July 17 to 23, 81, 94, 95, 84, 79, 79 and 82; 1903, July 15 to 21, 83, 84, 79, 78, 78, 91 and 81; 1904, July 19 to 26, 87, 95, 94, 74, 73, 84, 100, 74; 1905, July 3 to 9, 81, 79, 79, 77, 85, 89 and 83. The temperatures during the past seven days of July were: 1, 83; 2, 99; 3, 101; 4, 83; 5, 88; 6, 89, and 7, 87.

LOSS IS DUE THURSDAY

New Head of United Railways Coming to Portland.

C. E. Loss, head of the C. E. Loss Company, the purchaser of the United Railways Company, will arrive in Portland next Thursday morning to personally look over the property and make arrangements for its management. He will be accompanied to Portland by H. St. John Dix, who has gone to California to join Mr. Loss. Just before Mr. Dix left Portland, the first meeting of directors of the United Railways under the new regime was called, and the resignation of Mr. Evans as president was accepted and W. L. Benham was chosen to succeed him as head of the United Railways Company. The new directory of the United Railways Company follows: W. L. Benham, H. St. John Dix, W. T. Muir, W. D. Larrabee and J. W. Evans.

Further changes in the official list and announcements of the policy of the new owners await the coming of Mr. Loss.

HARD TO GET LABORERS.

J. L. Peterson Tells of Difficulties in Securing Men.

J. L. Peterson, who is in the employ of the Columbia Valley Railroad Company as escort for laborers from Portland to the camps on the north bank of the Columbia, returned to the city yesterday after taking ten men out to the Cold Springs camp with the report that eight of the number left him before reaching the work and he only landed two of the original number at the scene of operations.

Mr. Peterson says that this is the usual result of his "personally conducted" excursions out of Portland. He finds laborers start for the work with good grace, but change their minds in most cases before they reach the job and take French leave. Out of over 530 men he has taken to the Cold Springs camp since work started this season, not more than 30 are working today. Mr. Peterson says that laborers are getting very scarce in the city and after making the rounds of the employment offices yesterday he found a smaller number of men available than at any previous time this season.

The necessity of sending a man along with a crowd of laborers, after they are given passes on the railroad, is apparent. The duty of this cicerone is to see that the laborers do not straggle but are brought to the camp where they are needed and put to work. Mr. Peterson takes his duties so seriously that he has resorted to force to compel his men to stay with him until their destination is reached. On several occasions he has pulled off his coat and whipped men who tried to desert. Only in this way could he retain his authority over them.

VICTIM IDENTIFIES MAN

Charles Anderson Arrested in Vancouver Taken Here for Robbery.

With a charge of highway robbery hanging over his head, Charles Anderson was arrested in Vancouver, Wash., yesterday by Chief of Police Bateman, and last night was turned over to Detective Snow and brought to Portland. Anderson is charged with holding up and robbing Nels Olson, in the North End Thursday morning about 3 o'clock. After drinking with Olson Anderson is alleged to have slugged him on the head and to have robbed him of $58 and a certified check for $100.

When arrested at Vancouver the certified check for $100 was found on Anderson's clothing. He had falsely indorsed the check and had made an attempt to pass it at several places. He is held at the City Prison on a charge of highway robbery. He has been identified by his victim.

PERSONAL MENTION.

General J. L. Weaver, Attorney-General for the State of Idaho, is making a short stay in the city on business.

General John Simpson, a retired Major-General of the United States Army, is a guest at the Portland Hotel, with his daughter.

Hugh L. Cooper, consulting engineer for the Portland General Electric Company, is in the city for a few days, and is at the Portland.

Mrs. J. H. Carroll and children reached Portland yesterday in the private car Constitution, and will leave today. Mrs. Carroll is the wife of a director of the Burlington, and is making a pleasure tour of the West.

A Philadelphia party of tourists, 46 in number, will reach the city this morning over the Northern Pacific from the Sound. T. F. Rice is in charge of the party, and he represents the Philadelphia tourist agency of Gillispie & Kinports.

Mrs. McLean, wife of Rev. Robert McLean, and daughter, Christia, arrived Friday from Porto Rico. They stopped in New York to attend the graduating exercises of Robert McLean, Jr., and will proceed to Grant's Pass the coming week.

Mahraja and Maharani Baroda have reserved apartments at the Portland, and will reach the city on Monday. The Prince is one of the highest rank and magnificence in India, and is touring the United States to get in touch with American ideas.

Mrs. W. E. Jones, of Firland, on the Mount Scott Railway, has started on a trip to St. Louis, Mo., with her brother, from Washington. They will visit their mother, whom they have not seen for 15 years and who is 85 years old. She will return by way of Los Angeles, Cal.

CHICAGO, July 7.—(Special.)—The following from Oregon registered at Chicago hotels today:

From Portland—R. W. Weist, at the Great Northern; J. H. Smith, N. P. Stewart, Mrs. Stewart, at the Palmer.

From Salem—G. J. Webb, at the Sherman.

BOYS LEARN TO SWIM

In Bull Run Water at Y. M. C. A. Pool.

A special rate of $2.50 for swimming, baths and gymnasium until September 1 is now given to boys over 10. This amount to be applied on full year's ticket, if desired, on September 1.

AUTOMOBILE LIVERY.

Big Pope Toledo, Rambler cars. Telephone Merrill, Hotel Oregon, or 7th and Oak. Main 525, or Twelve Mile House. Castel Edel Brau.

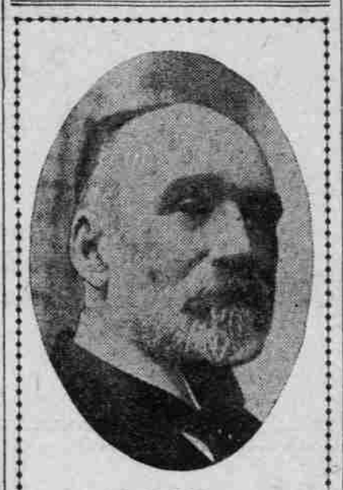
LAWS OF OREGON

J. J. Haynes on Initiative and Direct Primary.

STATE AHEAD OF OTHERS

Former New York Lawyer and Politician Says Citizens Show Their Superiority to Those of Other Commonwealths.

With the coming of D. J. Haynes to Oregon, Portland has gained a substantial citizen and lawyer, and the Republican party a stanch supporter and worker. Mr. Haynes has been especially prominent in the criminal courts of New York, his former home, and has taken active part in the politics of Greater New York, his intimate acquaintance with political methods in the Empire State making his views on the situation there of particular interest. It was he who answered the attack on Sheriff Stevens made by Rabbi Wise, thereby turning many Word followers into the right path before starting to the polls; and in the last number of the Pacific Monthly he makes bold and unquestioned answer to C. E. S. Wood's tirade against tariff under the head "Protection a Necessity." Mr. Haynes has already proved himself an able writer and cogent reasoner, and it is a fact that he is an eloquent public speaker, having gained a wide reputation as an orator in the many Presidential campaigns in which he has



Judge D. J. Haynes.

participated. That he is a brave man is vouchsafed by the fact that he published a Republican paper in Alabama immediately after the war, coming through the many gun-plays of that period unscathed.

Impressed by Primary Law.

The direct primary law of Oregon impresses Judge Haynes most favorably, and he has made a deep study of its advantages since coming to Portland. The panic that such a law would cause in the political camps of New York is pictured by him in graphic terms. Asked his opinion of the new primary law, Mr. Haynes said:

In my judgment it provides an improved method of selecting candidates for office. By the old plan he who could best placate the bosses, manipulate the convention delegates and court the favor of corporate interests was surest of securing the nomination. The people had little or no voice in the matter. A few self-ordained bosses would combine, name the friend of one for a particular place on the ticket, the chum of another for second place, and the representative of some corporate interest for third, and so on, regardless of the honesty or competency of the candidates. When the ticket was thus agreed upon, party loyalty, rather than public approval, was relied upon to secure its election. If it did not command sufficient popular support, it was not deemed bad politics to purchase a few votes to make success doubly sure. Men thus nominated and elected very naturally felt that their allegiance was due to those instrumental in electing the ticket, and hence stood ready to serve them rather than the people.

Under the primary law the people may, and they should, select every candidate for office, from United States Senator down. If a dishonest or incompetent man seeks a nomination they have the power to decline to permit him to burden his party or hazard the public weal by becoming a candidate for office. In other words, he may seek the nomination, but when his neighbors veto his aspirations his race has been run and he steps down and out.

The salient feature of the primary law is that which requires the man elected to office to make good to the people. Under the old system, an office-holder was answerable to the politicians only, they being the source of his power. Under the new law he must answer to the source of his power, the people, hence he naturally strives to merit their approval in his official acts, well knowing that without it he cannot be re-elected.

For instance, if the official acts of a United States Senator meet the approval of his constituents, no combination of bosses or corporate interests can possibly compass his defeat, when he seeks re-election. But if he neglects the people to serve their enemies, no combination on earth can re-elect him under the new law; for that law makes the people supreme, and neither the cunning of politicians nor the gold of millionaires can deceive or buy them.

Under the old plan, political trickery became so prevalent that almost everybody impugned the motives and questioned the honesty and integrity of an office-seeker to such an extent that the insignia of office became a badge of dishonor. While under the new law the nomination and election of a man to office signifies that the people have pronounced him honest and capable, and his symbol of office becomes a badge of honor.

The effect upon the politics of the State of New York, should a similar law be enacted there, would be to create a panic in the political camp, for New York is one of the worst boss-ridden states in the Union. When an office is to be filled there, the bosses get together and make up the ticket, usually selecting the men upon whom they can rely to do their bidding. The people are not consulted, and that applies to both the Republican and Democratic parties alike. Platt, Odell, Tim Woodruff, Jim Clarkson and a few up-state politicians absolutely control the Republican machine of New York and dictate just who shall be nominated for each and every office in the gift of the people, and also who shall be appointed to the various Government positions. When a convention is to be held the word goes out and thousands of voters swarm from the custom-house, Sub-Treasury and other Government, state and city offices, and dominate the election of delegates. The common people take no part in the matter. If asked to attend the election of convention delegates, they answer: "Oh, what's the use? The ticket's cut and dried, and we'd only show what fools we are by pretending to take part in the election." So it goes by default, and the bosses chuckle at "what fools we mortals be."

I purposely left Senator Depew's name out of the list, for the reason that he is not now and never was a boss. He's only the puppet of the other fellows. Left to himself, Depew could never have been elected to the Senate or any other office from New York, for he has no personal following whatever. But when there was a Senator to elect the railroad and insurance interests of New York were consulted because of their liberal contributions to the Republican campaign fund, and they selected Depew, who was then the president of the New York Central and the pensioner of the Equitable Life Association.

Senator Platt is president and chief owner of the United States Express Company, and it's no secret in New York that he and Depew are kept in the Senate to look after the interests of the railroad, insurance and express companies, rather than those of the people, and being answerable to those interests only, they guard them sacredly, well knowing that their seats in the Senate are secure only so long as those interests dominate the politics of the Empire State.

Charles F. Murphy, State Senator McCarren, August Belmont, Big Tim Sullivan, the Congressman, and Little Tim Sullivan, the Alderman; D. Cady Herrick, of Albany, and a few of their kind dominate Democratic politics in New York.

As to Mayor McClellan, he's the Depew of New York Democracy. When Richard Croker first resurrected McClellan from the obscurity that concealed him from public view, he was but a newspaper reporter. Tammany Hall agreed to advance him, conditioned that he'd be submissive to its will and do as it dictated. Both have kept the compact.

If our new primary law could be enacted in New York, such men as those now dominating both parties would be relegated to that obscurity from which they should never have emerged. The people would then select their own rulers and New York would again take front rank in prominence and statesmanship, from which it has been so long wrongfully kept by political bosses and corporate greed.

In conclusion I take pleasure in saying that Oregon, undoubtedly, today, with her initiative and referendum, direct primary law, and the resultant method of electing United States Senators in effect by the direct vote of the people, shows the intelligence, virility and honesty of her citizenship to be superior to that of any other state.

Mr. and Mrs. Haynes came to Portland through the persuasion of their son and daughter, Mr. and Mrs. K. S. Ervin, and they are convinced that the many advantages of this section were not misrepresented by their enthusiastic kins-people, but that Portland has the greatest future of any city on the Pacific Coast. Making this their permanent home, Mr. Haynes will continue his practice of law in this state.

CHOOSES HARRIMAN MEN

HILL SELECTS HEADS FROM RIVAL RAILROAD.

Theories as to His Reason for Going Outside His Own Lines for Chiefs.

The resignation of A. L. Craig to become passenger traffic manager of the Great Northern has started talk among railroad men who are trying to figure out the rather remarkable Hill policy in the selection of men for the heads of the different departments of the Great Northern. Why does Mr. Hill go to other lines for talent, rather than promote some of his own men? This is the question that is proving a puzzler in railroad circles, not only in the Northwest, but in St. Paul and the East as well.

During the past 18 months, the following traffic officials have resigned: J. W. Blabon, fourth vice-president, in charge of traffic; F. B. Clarke, general traffic manager; J. C. Eden, assistant general traffic manager, and F. I. Whitney, passenger traffic manager.

All these juicy plums have fallen to Harriman men. The latest recruit from the Harriman staff of traffic officials is A. L. Craig. The inference Portlanders are drawing is that Mr. Hill seems to exhibit a lack of confidence in the men he has educated.

Mr. Hill has been quoted as saying he had surrounded himself with the most efficient corps of men in the railway service in America. The department heads were dubbed "Hill prodigies," and the St. Paul headquarters were pointed out as the "great railroad school of America," where the only complete railroad education was to be obtained, and where favoritism was unknown.

If merit alone is necessary, it is considered remarkable that the products of his own system of training should be overlooked when heads of departments are wanted. It is said that the Hill lines are undergoing a process of "harmonizing," which has been under way for the past year and a half, and the end is not yet.

Some give the opinion that Mr. Hill has reached that age when he no longer takes that interest in the personnel of his road that he has heretofore exhibited. Others explain that, with the placing of Ben Campbell in the office of fourth vice-president and making him the active head of the traffic department, Mr. Campbell, an old Harriman man, is taking advantage of his position to freeze out all of the Great Northern officials and to replace them with his friends.

Legal War on at Cape Horn.

The war between the opposing Hill and Harriman roads on the north bank for the possession of Cape Horn, the famous landmark of the Columbia River, was continued yesterday before Judge McCredie in the Clarke County Superior Court. The decision on the arguments presented has not yet been made.

The action was brought on by injunctions asked by each of the contestants to restrain the other from further work on the two tunnels which are being driven from either side of the cliff. The injunctions were set aside and the case set for trial on its merits. The showing made by each side consisted of records showing how the title of each to the rock was gained. The records of both sides were attacked in the arguments before the court.

In case the Harriman side wins, the Portland & Seattle survey will be crowded into the river, while if the Hill road is given the decision, the Columbia Valley Railroad will be placed way up on the hillside. Both are now building tunnels through what each claims is its own right of way.

Traction Line Plans Work.

A large force of men is to be put to work at once by the Willamette Valley Traction Company at the Salem end of the Portland-Salem electric line, with the avowed intention of completing the road from Salem to Chemawa in time for the State Fair next September. The line for this distance will be operated with temporary equipment and travel between Salem and the fair grounds will be handled.

W. S. Barstow, treasurer of the company, left last night for New York, where he will probably remain for the Summer, returning to Portland in October.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

STETSON TO BLAME

Officers Held Responsible for Stanford Collision.

CAPTAIN IS SUSPENDED

Inspectors Edwards and Fuller Find Captain and Mate Guilty of Negligence and Revoke Their Licenses.

The findings in the recent inquiry into the causes leading up to the collision at sea off the mouth of the Columbia River between the barkentine Jane L. Stanford and the steam schooner J. B. Stetson were announced by the United States inspectors, Edwards and Fuller, yesterday.

The Government officials concluded their examination of the officers of both vessels Thursday, but could not give out the result of their decision until copies of the same had been received by the masters of the vessels involved in the accident.

After summing up the evidence introduced by both sides, Inspectors Edwards and Fuller came to the conclusion that Captain Bonifield, of the Stetson, and his chief officer, William T. Tribble, were at fault, and the result of their ruling places both these officers on the suspension list for different periods. Captain Bonifield has his license suspended for one year, and First Officer Tribble is given six months before he can again be permitted to officiate as a licensed officer on the sea.

The evidence introduced at the trial of the officers tended to show that negligence had been displayed by the officers of the Stetson in the matter of displaying the proper lights, which is claimed to have been directly responsible for the collision. The captain of the Stetson is also said to have violated the following marine statute: "When a steam vessel and a sailing vessel are proceeding in such a direction as to involve a risk of collision, the steam vessel shall keep out of the way of the sailing vessel." Another count against the skipper of the Stetson is that he claimed the weather on the night of June 12, when the collision occurred, was dark and stormy, whereas the evidence introduced by the Weather Bureau officials tended to show that nothing out of the ordinary was noticeable about the climatic and weather conditions of that particular night.

It was also claimed by the officers of the Stanford that the Stetson sailed away without making any effort to ascertain the extent of the damage done to their vessel, and Captain Bonifield, while partly admitting this, stated that his vessel was also damaged to the extent of $500, and that his lumber cargo had shifted, which caused him to believe that his vessel was in a perilous condition.

Captain Thomas Molestead and others of the Stanford were exonerated, and it is likely that the owners of their vessel will bring libel proceedings against the owners of the Stetson, and it is also not without the bounds of probability that the officers of the delinquent vessel may be prosecuted by the Government, for the Stanford was shown to have been left in a perilous condition, and had she not been picked up by the tug Wallula, she would probably have drifted ashore and been wrecked.

TAKE A TALK MACHINE!

Special Vacation Machine and Six Records, $16.65 This Week at Ellers.

Nothing like a talking machine in the country home or at the seaside. Continual source of entertainment and fun. We have them, all makes—Victors, Columbias, Edisons and also records of all kinds, the latest and most popular of everything. Although we are in the hands of carpenters, plasterers, bricklayers, electricians and painters, we are taking special pains to accord talking machine patrons most careful attention.

Special this week, so long as supply lasts, a fine talking machine new, and six records, your choice $16.65. Cash or time, as you like. Ellers Piano House.

Cow Question in Montavilla.

The pound ordinance is not yet being enforced in Montavilla, but the people there supposed that it would be the first of July, and kept up their stock. On inquiry, the poundmaster answered that he had not yet been instructed to take up stock in that territory, but would do so when so instructed. He said, however, that as soon as it was decided to enforce the stock law in that section that the people would be given ample notice so they could have time to comply. It is desired there that the ordinance should be enforced there.

Will Be Ordained.

Rev. George W. Arms, who recently arrived from Princeton, N. J., will be ordained by the Portland Presbytery next Tuesday evening at the East View Church, on the Mount Scott railway. At the ordination ceremony Rev. Charles W. Hayes will preside as moderator. Rev. D. H. Harris, assistant pastor of the First Presbyterian Church, will preach the sermon. Rev. W. S. Holt will deliver the prayer. The presbytery meets Tuesday afternoon, and then adjourns for the ordination. Rev. Mr. Arms is from Philadelphia, where he was with the evangelical work for two years. He was in charge of a church in Nova Scotia, and afterward had charge of a church in New York. Just before starting for Oregon he was married to Miss Marguerite Shattuck, of Brooklyn. He will have charge of the Anabel, East View and Eagle Creek Presbyterian Churches until next April, when some other arrangements will be made. Rev. Arms has already gone into his new field.

Caught by Revolving Shaft.

Saturday morning at about 8 o'clock W. H. Yost, engineer of the sawmill of the Cone Lumber Company at Lents, was caught by a revolving shaft and severely injured, narrowly escaping with his life. Mr. Yost reached over a shaft with an oil can to oil a bearing, when his clothes were caught by a shaft key. In a flash the engineer was drawn up the swiftly-revolving shaft and was swiftly carried around it several times, and, his clothes giving way, he was thrown to one side. The large governor belt was thrown off, with the result that the engine ran away, and caused a fly-wheel to go to pieces. But for the arrival of H. P. Cone the engine might have torn itself to pieces. He shut off the steam in time to prevent further disruption. Engineer Yost was badly bruised, but will recover.

Hood's Sarsaparilla brings back health and gives strength after serious illness.

Suit and Extra Pair of Trousers for the Price of the Suit

Is what Nicoll's Mid Summer Reduction Sale means. Suit and extra trousers to order from $25

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It's Nicoll's way of keeping his large force of skilled workmen busy during what would otherwise be the dull season.

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Full Dress and Tuxedo Suits a Specialty.

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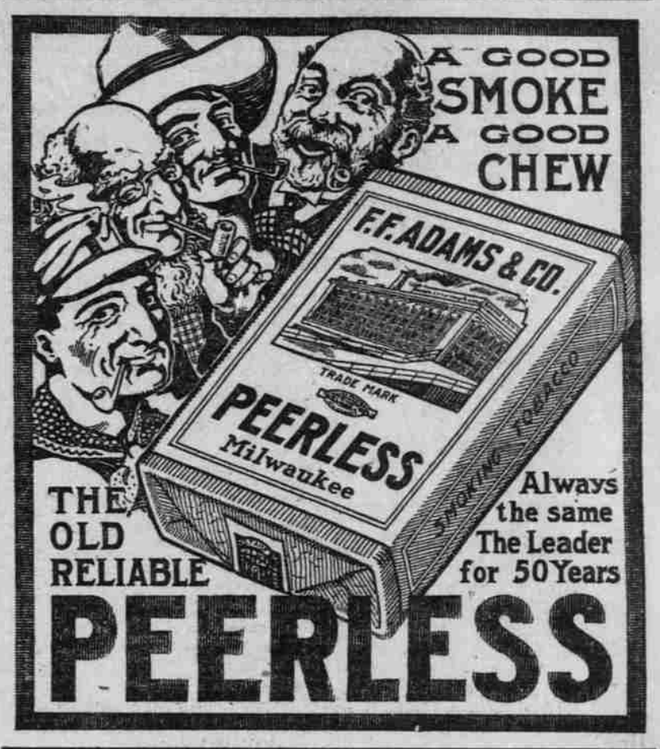

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At closer prices and on easier terms than any other store in the city. ¶ We do not give you a $10 article for $20 (that would be robbery.) ¶ Nor do we give you a $20 article for $10 (that's bankruptcy.) ¶ But we give you your money's worth every time and full measure, and all the time you require to pay for goods you buy of us

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