

PASSING OF THE STEAM ENGINE SOON IN ORDER

Wasted Energy of Reciprocating Engine Shows Value of Electricity Over Steam-Flying Machine Engines.

By Frederic J. Haaslin.

Washington, Jan. 5.—It is 140 years ago today since Watt took out the first patent on the reciprocating steam engine, and it is interesting to read the signs that betoken the approaching eclipse of this world revolutionizing invention. Gradually man has been discovering new methods until the reciprocating engine, once the acme of economical transformation of heat to work, has become, by comparison, the agency of superfluous extravagance. Not only is the cost of its operation serving to retire the reciprocating engine, but at least one realm has been found into which it can never enter—that of aeronautics.

Many to Choose From.

Wherever there is a reciprocating engine it seems to expect retirement. The steam turbine wants its job and offers to do its work at a much smaller cost. The gasoline engine claims that for small power it is the most ready and most economical. The electric engine claims that it can reduce to a minimum expense, smoke and noise, and that it can be relied upon to send its power hundreds of times farther than the belt of a reciprocating engine can reach. Petrol is declared to be the motive power par excellence for the flying machine.

Here is a picture which describes superiority of the electric engine over the one invented by Watt. Behold a stretch of twentieth century, four-tracked railroad outside of New York. On one track is the finest steam-driven locomotive that ever pulled a limited train. It is rushing onward as if the very demons were in pursuit. The drivers are whirling around, and volumes of inky black smoke are pouring from the stack. Steam bursts from every valve and a mighty roar accompanies its flight. It is the steam driven locomotive at the very zenith of its power. But behind it comes another. The second machine glides along as smoothly as a meteor sweeping down a race of sky. No steam, no smoke, none of the familiar things about an engine which betoken maximum steam-pressure and a wide-open throttle. Yet exactly this easy-going monster bears down upon the other train, closes the gap between them, and then passes on with the ease of a Kentucky thoroughbred passing a plowhorse. This picture might be called "the passing of steam."

Much Steam Yet in Use.

While the reciprocating engine is too slow, during the century and a quarter of its existence, it has conferred incalculable benefits upon man, especially when made part of a locomotive. The principal indictment drawn against it does not set forth that it fails to do its work well, for two-thirds of all the power used in manufacturing is still derived through the reciprocating engine, and perhaps nine-tenths of all used in transportation. It is the lack of economy. Systems of cost-keeping and studies of conservation doctrines have revealed that the reciprocating engine makes power too expensive, hence, the engineering scores of times more than it uses.

The scientifically trained engineer who speaks in the language of heat units, potentiality, condensation and calories with the same ease that characterizes the physician in referring to calories, horsepower, and thermals, has discovered that he sends a whole regiment out to fight and that only a company gets to the front prepared for action. In other words, he puts 1120 heat units into the firebox of his boiler, and only 100 of them get through to help turn the shafts and drive the machinery of the plant. The other 1020 escape or are used in other ways. Of these, 224 use the very first avenue of escape from the temporary sentence of hard labor, getting out through furnace radiation and fire gases. One hundred and twelve more of them shrink duty by getting away through steam pipe radiation. And then comes the exhaust, where 667 of them, more than half the number who started in, make a bold dash for liberty and succeed in reaching the circumambient. This leaves 117 ready for service. Seventeen of these make run the engine itself, leaving only a hundred for the machinery to which it is hitched.

Great Waste of Energy.

When one remembers that nearly half of the coal that is in the mine is wasted by improper mining methods, and that only 9 per cent of that which reaches the factory is made to do gainful work, he will see what a tremendous waste of energy is involved in the modern methods of power production. Leaving entirely out of the reckoning the energy employed in the mining and the transportation of the coal, which is the inconsiderable item, less than 5 per cent of the power represented by the mined coal can be utilized in useful work, when the reciprocating engine is the medium by which heat is turned into work.

Steam has seemed most safely entrenched as a motive power in what are known as the heavy industries, such as steel and iron founding. The metal industries alone have consumed 20 per cent of all the steam power used in manufacturing. But even here the gas engine is making inroads on its steam competitor. A recent order placed by the United States Navy for construction of one of hundreds that are contained in the current news of the engineering world. It calls for 24 gas engines, with frames weighing 116 tons each, all of the twin tandem, double-acting type. Half of these are for power service and half for power. The blowing engines will weigh 2,000,000 pounds and the others only slightly less. A flywheel weighs 180,000 pounds, each crank has a five foot stroke, and each crank shaft weighs 100,000 pounds.

Engines in Airships.

It is said that if a census of flying machines were taken today it would be found that there are fully 1000 of them in Europe and America which actually fly. The United States has more than 500 of these. It has been thought, prior to the demonstrations of the Wrights, that the success of aerial navigation depended upon the construction of engines which could register almost as many horsepower as they weighed. Some had been built which could develop a horsepower for less than two pounds of weight. But the Wright experiments showed that while minimum weight was a very desirable attribute of an airship en-

gine, it need not be obtained at the sacrifice of efficiency.

The enormous waste of power in the United States through the average steam plant is illustrated by H. St. Clair in an article on the conservation of power. He says that there is \$0,000,000 horsepower being lost by failure to harness the water courses of the country, and that it would require \$50,000,000 tons of coal a year to duplicate this power. It is only one-half more coal than the annual production of the country. He states further that if the most perfect steam electric plants known were used it would still require 225,000,000 tons of coal a year to duplicate the power the raindrops possess as they hurry on to the sea through the river beds.

Value of Water Power.

It will be seen from this that he regards the best steam electric plant practically three times as efficient as the average steam plant with reciprocating engines. He figures that this power would suffice to move every road and train in the United States, and turn every wheel of industry in the United States if it were utilized through hydro-electric plants. The practicability of this is shown at Niagara Falls and elsewhere. In some places one may look from the car window and see the water in the act of turning the big wheels of a hydro-electric plant, which means that it is pulling the train up the mountain with the force of its downward rush.

But even the new powers that are being used are wasteful only in a less degree than steam through the reciprocating engine. While it requires 1120 heat units in the firebox to give 100 at the shaft with the reciprocating engine, the producer gas engine gets its 100 efficiency out of the firebox. The saving as compared with the steam engine amounts to more than half, yet even at this only 19 per cent of the inherent power in the coal is made to do effective work at the shaft.

To Develop Wave Power.

It has been shown that gas for motive purposes may be transmitted for considerable distances just as well as electricity. This is leading many engineers to consider the feasibility of locating central gas power stations at the coal mines, thus saving almost the whole cost of transportation of fuel for manufacturing. The sawmill is located contiguous to the forest and the truck and engine stays reasonably close to the stock raising section because the finished product is much cheaper to transport than the raw material. In the case of the central gas power station the gas would be transported in pipe lines and would represent the finished product. A wave engine was tested recently on the California coast, and it developed 15 horsepower. As it is estimated that the average wave breaks upon the beach with a force of 17 tons to the square yard, it will be seen that if a wave engine is found to harness the waves, power may soon become still more inexpensive.

Tomorrow.

"Turbulent Central America"—the first article of a series which will describe the history, resources and characteristics of the stormy central American states. As Nicaragua has been so much to the fore of late, and the end of trouble among our southern neighbors is not yet in sight, these articles are particularly valuable on account of their close relation to the news dispatches.

MILLS FUNERAL TO BE HELD FRIDAY

(United Press Leased Wire.)
San Francisco, Jan. 5.—The funeral of the late D. O. Mills, millionaire and philanthropist, will be held from the family home in Berkeley, Friday afternoon, according to arrangements announced today. The remains will probably be shipped to Taerstown, N. Y., where they will be interred beside the body of his wife in the cemetery at Sleepy Hollow, famous in the scene of Washington Irving's legend.
Osgen Mills, son of the dead financier, who had visited him during the Christmas holidays, was notified of his father's death while on his way across the continent on his return to New York. He is expected to arrive at Millbrae Thursday.
Heart failure, caused by the hardening of the walls of the arteries, was given out by Dr. Morris Herstein as the cause of the millionaire's death.
Estimates made here place the value of the Mills estate at between \$50,000,000 and \$100,000,000. Eastern associates of Mills estimate his fortune at \$60,000,000.

AEROPLANE INVENTOR INJURED IN COLLISION

(United Press Leased Wire.)
Oakland, Cal., Jan. 5.—P. F. RUGG, inventor of an aeroplane which he had entered in the Los Angeles aviation meet, is at his home at Fruitvale suffering from injuries sustained when his automobile was hit by a streetcar on the outskirts of this city.
Rugg crossed the path of a streetcar which was traveling at high speed. The machine was struck broadside and buried in splinters to the side of the track. Rugg and wife, who accompanied him, were pinned beneath the wreckage and were removed only after portions of the automobile were chopped away.

ACCUSED OF PAYING DEBT WITH BAD CHECK

(United Press Leased Wire.)
San Francisco, Jan. 5.—A warrant was issued here yesterday for arrest of R. J. Leavitt, a well known automobile agent, who is accused by J. Hardman of paying a poker debt with a check, when he had no funds to cover it. Hardman alleged that Leavitt engaged in a card game with two other players while he was visiting in this city some time ago. He lost the game and paid his stakes with a check drawn on the Broadway Bank & Trust company of Los Angeles. The complaint avers that the check was returned marked "not sufficient funds."

Remedies are Needed

Were we perfect, which we are not, medicines would not often be needed. But since our systems have become weakened, impaired and broken down through indiscretions which have gone on from the early ages, through countless generations, remedies are needed to aid nature in correcting our inherited and otherwise acquired weaknesses. To reach the seat of stomach weakness and consequent digestive troubles, there is nothing so good as Dr. Pierce's Golden Medical Discovery, a glyceric compound, extracted from native medicinal roots—sold for over forty years with great satisfaction to all users. For Weak Stomach, Bilelessness, Liver Complaint, Pain in the Stomach after eating, Heartburn, Bad Breath, Belching of food, Chronic Diarrhea and other Intestinal Derangements, the "Discovery" is a time-proven and most efficient remedy.

The genuine has on its outside wrapper the Signature

You can't afford to accept a secret nostrum as a substitute for this non-alcoholic, medicine of known composition, not even though the urgent dealer may tempt you to make a little big profit.

PINCHOT DENIES HE OWNS STOCK IN COAL MINES

Story Started to Discredit Forester Branded as False—Senator Nelson to Be Chairman of Investigators.

(Washington Bureau of the Journal.)
Washington, Jan. 5.—Gifford Pinchot, chief of the forest service, denies absolutely that he owns any stock in the Pocahontas coal mines in West Virginia or that he derives any profit whatever, directly or indirectly, from those mines. He thus brands as utterly false the allegation made by the anti-Pinchot element of the Cunningham coal claims in Alaska is based upon a desire to hinder the opening of new coal lands in competitive fields.

It has been settled that Senator Nelson shall be chairman of Ballinger's investigating committee. All the members of this committee are to be veteran men save Senator Root of New York.

HAS \$8000 TO SPEND ON OREGON CONSUMPTIVES

Falling in an effort to dispose of Christmas stock remnants, members of the Visiting Nurse association are preparing to return \$800 worth of unused Red Cross stamps to the National Red Cross headquarters in Washington, D. C. Local business men, who considered taking the stamps from the Visiting Nurse association, gave up the project upon learning the quantity to be disposed of and the further fact that the association is allowed a rebate for all returned stock.
As the final reports from out-state towns, which undertook the sale of stamps, come in, it becomes certain that the Visiting Nurse association will have a net sum of more than \$8000 to spend among its consumptives of Oregon this year.

Plans are being made now by the association for the searching out of those who need help. But little of this sort of seeking, however, will be necessary, as the association has for long had knowledge of many who needed assistance because of a lack of funds. A considerable proportion of the money spent by the people of Oregon for the Red Cross stamps will be returned to them in the form of matter educating them to the dangers of tuberculosis and the methods by which it may be evaded.

WINTER TRAVEL TO SEASIDE IS HEAVY

Officials of the Astoria & Columbia River railroad report that traffic between Portland and Seaside on Clatsop beach is heavier this winter than ever, and that apparently the beaches are

Whooping-Cough, Croup, Bronchitis, Coughs, Diphtheria, Catarrh.

Vapo-Cresolene
(Established 1877)
An Inhalant for Whooping-Cough, Croup, Bronchitis, Coughs, Diphtheria, Catarrh.
Cresolene is a Balm to Asthmatics.
Does it not seem more effective to breathe in a remedy for diseases of the breathing organs than to take the remedy into the stomach?
Cresolene cures because the air, rendered strongly antiseptic, is carried over the diseased surface with every breath, giving prolonged and constant treatment. It is invaluable to mothers with small children.
Those of a sensitive tendency will find immediate relief from Cough or Inflamed condition of the throat.
ALL DRUGGISTS.
Send post for descriptive Booklet.
Vapo-Cresolene Co., 120 Fulton Street, New York.

When a Grocer gives you Burnett's Vanilla voluntarily, rest assured he is a high-class grocer who is looking out for your interest.

Burnett's Vanilla is as superior to ordinary vanilla as rich cream is superior to skimmed milk.
Remember to ask for it and see for yourself.
Burnett's Vanilla

Remedies are Needed

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\$262,400 TO KEEP STREETS CLEAN

Council Ways and Means Committee Furnishes Work and Makes Report.

In a short session held yesterday afternoon the ways and means committee of the city council finished its labors and made its final recommendations to be submitted to the parent body next Wednesday morning. The street cleaning department's needs were considered yesterday and as a result Superintendent Alex Donaldson will be provided

COUGAR LEAPS; MAN DODGES; KILLS BEAST

McMinnville, Or., Jan. 5.—Sam Snell, who lives about 18 miles west of here on a homestead, brought to this city Monday evening the hide of a large mountain lion which he had killed. The cougar almost ended the earthly career of Snell. It hurled itself at him from the back of a tree, but Snell dodged and escaped with three large scratches upon his back. His coat was torn from his body.

Agents Pictorial Review Patterns 10c-15c

Rubbers for Much Less

You're sure to want Rubbers these days, and you're sure to want them at these prices!

- Women's 60c Rubbers... 49¢
- Misses' 50c Rubbers... 39¢
- Child's 40c Rubbers... 29¢
- Men's 85c Rubbers... 75¢
- Men's 75c Rubbers... 69¢
- Men's \$1.00 Rubbers... 85¢

50c Corsets at 39c Each

Quite the best Corset bargain we've ever been able to offer. They are made of white coutil, come in long and short models and have hose supporters attached. A genuine Golden Eagle special.

NEW GOLDEN EAGLE

THIRD AND YAMHILL

A Sample Shoe Sale

- Never was there an opportunity presented for buying Winter footwear for men, women and children that offered such chances to save as this sale affords. Almost one thousand pairs of sample shoes, all made as well as can be—samples always are, you know. Men's sizes range from 6 to 8½, and women's from 3 to 5½; none larger, none smaller. One thing more, there are plenty of "wet-weather" shoes in the lot.
- LOT 1: Women's \$2.25 to \$3.00 Shoes, sizes 3 to 5½... \$1.79
 - LOT 2: Men's \$4.00 to \$5.00 Shoes, sizes 6 to 8½... \$2.29
 - LOT 3: Women's \$3.00 to \$4.50 Shoes, sizes 3 to 5½... \$2.49
 - LOT 4: Men's \$4.00 to \$5.00 Shoes, sizes 6 to 8½... \$2.98
 - LOT 5: Women's \$2.75 to \$3.50 Shoes, sizes 3 to 5½... \$1.98
 - LOT 6: Men's \$3.50 to \$4.50 Shoes, sizes 6 to 8½... \$2.29
 - LOT 7: Men's \$2.75 to \$3.00 Shoes, sizes 6 to 8½... \$1.98
 - LOT 8: Women's \$3.00 to \$4.50 Shoes, sizes 3 to 5½... \$2.49
 - LOT 9: Men's \$4.50 to \$6.00 Shoes, sizes 6 to 8½... \$3.29
 - LOT 10: Women's \$3.50 to \$5.00 Shoes, sizes 3 to 5½... \$2.98
 - LOT 11: Men's \$3.50 to \$6.00 Shoes, sizes 6 to 8½... \$2.98
 - LOT 12: Women's \$3.25 to \$4.50 Shoes, sizes 3 to 5½... \$2.59
 - LOT 13: Men's \$3.50 to \$4.50 Shoes, sizes 6 to 8½... \$2.89
 - LOT 14: Men's \$2.50 to \$3.50 Shoes, sizes 6 to 8½... \$1.98
 - LOT 15: Women's \$2.50 to \$3.50 Oxfords, sizes 3 to 5½... \$1.98
 - LOT 16: Youths' \$2.25 to \$3.00 Shoes... \$1.69
 - LOT 17: Misses' \$2.00 to \$2.75 Shoes... \$1.59
 - LOT 18: Child's \$1.25 to \$1.75 Shoes... 98¢
 - LOT 19: Men's \$5.00 high-cut Shoes, all sizes... \$3.98
 - LOT 20: Boys' \$3.75 high-cut Shoes, sizes 2½ to 5½... \$2.79
 - LOT 21: Youths' \$3.50 high-cut Shoes, sizes 13 to 2... \$2.59

\$1.75 Suit Cases \$1.43

Full size, extremely well made and full metal trimmed.

10c Kimono Hdkts at 7c

Extra large size, very handsome patterns.

10c Torchon Laces at 5c

Big variety of fine Torchon Laces, 8c and 10c values... 5¢

25c Hair Rolls at 19c

Full size Hair Rolls, choice of all colors.

75c Fabric Gloves at 49c

Fleece and silk lined, choice of colors and black.

\$1.25 Auto Scarfs at 69c

Auto Scarfs, in champagne, tan, blue and green.

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ALASKA SNOWSLIDE SWEEPS 2 TO DEATH

(United Press Leased Wire.)
Cordova, Alaska, Jan. 5.—The bodies of Harry Curtis Elliott of Chicago and El H. Greer of Seattle, who were swept to their death in a snowslide 100 miles north of here December 30, had not

Agents American Beauty Corsets \$1 and up

Furs for One-Third Less

Our entire stock of Furs is on sale at a reduction of one-third from our already lower than elsewhere prices.

- \$4.50 FURS ARE... \$3.00
- \$6.00 FURS ARE... \$4.00
- \$7.50 FURS ARE... \$5.00
- \$9.00 FURS ARE... \$6.00
- \$10.00 FURS ARE... \$6.67
- \$15.00 FURS ARE... \$10.00

75c Bust Forms at 47c Ea.

We place on sale tomorrow, in the Corset Department, a large variety of Bust Forms, Bust Ruffles and Tight-Fitting Corset Covers, all actual 75c values, at the clearance price of 47¢ each.

Men's Wear Bargains

This part of today's advertisement is especially directed to men to whom the saving of money is an object—and where is the man who isn't willing to save, provided he is given a chance?

50c Underwear at 42c

Men's light blue Underwear, shirts and drawers, heavy fleeced, close fitting; neck silk trimmed; 50c values... 42c

\$1.75 Swir. Coats \$1.19

Men's gray wool Sweater Coats, with colored trimmings; \$1.75 values... \$1.19

25c Neckwear for 17c

Large assortment of men's silk Four-in-Hands and bows; 25c values at... 17c

\$4 Corduroy Pants \$2.98

Made of best quality corduroy, extra well sewed; styles for young and old; \$4 vals. \$2.98

Boys' Clothing Less

Our Boys' Clothing Department offers some very exceptional values for tomorrow's selling. Candidly speaking, the values are simply phenomenal in every way.

- Boys' regular 50c Knee Pants at... 29c
- Boys' regular 75c Knee Pants at... 39c
- Boys' regular \$1.00 Knee Pants at... 49c
- Boys' \$1.50 Corduroy Knicker Pants... \$1.19
- Boys' regular \$2.50 Suits at... \$1.98
- Boys' regular \$3.50 Suits at... \$2.78
- Boys' regular \$4.50 Suits at... \$3.89
- Boys' regular 35c fleece-lined Underwear... 23c

Boys' "Security" Suits at \$5.00

These Suits are guaranteed by the manufacturer to give a solid year of satisfactory service. Try one at his risk.

7c Handkerchiefs at 4c

Hemstitched Handkerchiefs, with embroidered corner, 7c values... 4¢

59c Lace Collars at 38c

Big assortment of Venise Collars, 59c values, at... 38¢

25c Collars at 16c Each

Plain and fancy made Pique Collars, 25c values... 16¢

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