LABOR GROUP TOO RADICAL FOR 48, SAYS LAWRENCE

By David Lawrence
(Copyright, 1920.)

Chicago, July 15.—Parlor Socialists have met the real Bolshevists at third party convention here, and will probably go home sadder but wiser men.

For the Committee of Forty-eight was largely a group of progressives, called radicals and Bolshevists by their conservative friends, but really conservatives themselves when ranged alongside the farmer and labor groups with their extreme demands and errant philosophy.

But the reader must understand at the outset that by the terms "farmer" and "labor," as used in the Third party convention, a small minority of agricultural workers and a small minority of toilers in factories and railroads is meant.

EVEN LEAGUERS WARY

So radical and Bolshevistic are the aims of the so-called farmer and labor groups gathered here that even the much condemned Non-partisan league of North Dakota farmers has hesitated to get behind the farmer groups wholeheartedly and join in the orgy of agitation and destruction which the platform of the majority of the committee representing the so-called Farmer and Labor alliance asked the Third party to adopt.

Even Robert M. La Follette, regarded as the radical of radicals in the United States senate, declined to run on the extremist platform.

The truth of the matter is that the extremists plainly asked for the nearest approach to Bolshevism that has been suggested in a party convention or political gathering of equal importance.

GATHERING OF RADICALS

And they went a step further in gathering to their bosoms most all the malcontents in America, including the people who in one breath denounce the League of Nations as an entangling alliance and a provoker of wars and who in the next breath would risk war between the United States and Great Britain unless recognition of the Irish republic is granted by both, and the people who want to stir up the race problems of America anew by granting social as well as political rights to negroes, and to those who want to affiliate with the revolutionists of India and Egypt and enter into a hearty kinship with Soviet Russia.

Every mention of the Russian soviet was cheered and every reference to imitating what the workers had done in Russia was applauded. It was a gathering of agitators from all parts of the United States, including men who started the outlaw strike on the railroads a few months ago and the men who have been threatening to overthrow Samuel Gompers and the conservative leaders of organized labor as a part of their program of chaos and revolution.

GIVES VENT TO FEELINGS

Small wonder that Gompers has had trouble repressing radicals in the ranks of labor. And if the minority had a sincere purpose in trying to get possession of the labor organizations throughout the country, it might be a different story, but the writer was assured by members of the Committee of 48 that this convention was indeed a revelation to them and that many of the leaders of the labor groups here were merely playing a game of labor politics intended to help them gain the big offices in organized labor for themselves—simply a case of personal ambition which is so much derided when individuals give vent to similar human aspirations in the Republican and Democratic parties.

It was a good thing all the extremists in America were gathered together in a single room, or at least representatives of every extremist faction, for the whole thing was like a safety valve. It was well to allow all the steam to blow off.

HEROIC BUT FUTILE

The extreme radicals revealed their own hypocrisies. They refused even a courteous hearing to the progressives and liberals who tried to furnish political sense to the Third party program and guide it along rational lines in a way that, it was contended by George L. Record of New Jersey, for instance, would convert millions of citizens who might otherwise close their minds and refuse even to listen to the Third party argument. The progressives like Amos Pinchot and Record argued that as a matter of political expediency it was not wise to go too far the first year.

But the word "expediency" was like waving a red flag in front of a bull. Speaker after speaker, from the ranks of labor, rose and shouted that as between expediency and principle they preferred principle no matter where it led them, a splendid manifestation of fighting spirit, but as valuable in a political meeting as it would be at the battle line if the troops refused to retreat when a commander advised it for strategic reasons or as a maneuver toward ultimate victory.

DENY FREE SPEECH

The labor group said plainly they did'nt even care whether La Follette accepted the nomination, though most of them must have realized he was their best champion on the stump and their best vote getter. They would insist, they said, on making a platform first and then getting a candidate who would run on it. They were ready to denounce La Follette as out of sympathy with the aspirations of the party, and they did indeed shout down several speakers, although one of the planks of the platform referred in emphatic terms to free speech.

Time and again the chairman of the convention had to intercede with 'the audience to permit an individual to speak who had been given the floor in accordance with the rules of procedure. Cries of "sit down" and throw him out," which one would expect only in capitalistic gatherings when a liberal thought is uttered, were common occurrences in the Third party meeting.

THEY OFFER NO PAY

All the passion of the mob, all the misguided energy of some sincere reformers and progressives, all the menacing theories revolutionists were let loose here without interference by federal or state police and as a consequence the Bolsheviki have shot their bolt and no one need fear that they will hereafter get even the comfort they have been getting at the hands of the intellectual socialists.

The radicals demanded not merely democratic control of all industry and a share in the management of enterprises but they demanded government ownership and operation of all public utilities as well as natural resources.

They never said a word about compensation for those mines, stock yards, oil wells, etc., which would be taken over by the government from their lawful owners.

LOVERS OF ORDER SHOCKED

Nor did they suggest whereby the millions of citizens whose money is invested in natural resources were to get compensation and thus prevent panic and misery to the whole country on such economical upheavals. They demanded government ownership of most everything and offered soviet Russia a concrete example of their aims.

Small wonder some of the members of the Committee of Forty-eight reluctantly but indignantly admitted that they had encountered the real Bolshevist and drew away from them with the same disdain that their conservative brethren have felt for such radicalism in the past. It was an hour of disillusionment for patriotic order—loving progressives and a repetition of what always has happened when liberals try to accomplish reforms through extremists and noise-making agitators. The extremists killed what might have been a moderate program of liberalism in a campaign containing no small burden of studied conservation and a vowed reaction.

TEAL WARNS OF SHARP ADVANCE

(Continued From Page One)

tribute to the efficiency of the carriers in their present difficult situation.

"I am free to admit that I can see no way to avoid a very considerable increase in rates, neither can I see how it can fail to give another very decided twist to the constantly ascending spiral of increased cost of living," said Teal. "Under the facts, an increase in railroad rates is inevitable if they are to be maintained and operated out of earnings and not out of the public treasury. • • •

"Without the support of the public and without the hardest kind of intelligent work on the part of the railroad executives, private operation cannot succeed, and I think it is a perfectly fair statement to say that at this time private operation is now on trial. • •

"When great and established railway systems with increased earnings are running short by many millions of enough to even pay interest on their bonds, it is time for people to pause and give heed to the situation they are facing. That rates must be increased is conceded, but this in itself is far from a remedy. The public will pay a fair and just price for transportation, but in return will demand efficiency, economy and good service. Deficits cannot forever be made up by constant increases in rates. There is an end to all things and the ascent of the spiral of increasing costs must also end.

PUBLIC IS APPREHENSIVE

"It is not pleasant to rehearse these facts, but it is putting it mildly to say there is more apprehension in the public mind today as to the outcome of the railroads than there was on March 1, 1920. Beyond any question, the future of railway operation is hanging in the balance. It is the plain duty of every citizen to try and make the operation of the law a success. The outcome does not rest with the commission, nor, as some imagine, will the commission be held responsible for the final result. The direct responsibility rests upon those in charge of the properties. There is also a responsibility resting upon the public."

RISE DECLARED NECESSARY

Teal said the basis of the railroads' demand for increased rates was that railroad investments must be made attractive. The Eastern group of railroads asked increases on the basis of 30 per cent, the Southern group in round numbers 31 per cent, and the Western group in round numbers 24 per cent. The increases were declared necessary in order to return 5½ to 6 per cent on the value of railroad property. Teal did not agree with flat percentage increases that will throw the whole scheme of ratemaking out of kilter and destroy the competitive market relation of products from various parts of the country. Business should be disturbed by rate increases as little as possible, he said.

Arthur H. Devers advocated energetic preparation to make use of both river and ocean transportation as an offset to burdensome rail rates. George Lawrence, president of the Portland Traffic and Transportation association, reminded the Chamber of Commerce that the organization is at the service of the chamber in rate matters. L. K. Hodges, B. F. Irvine and A. C. Reese were brief speakers.

IRVINGTON TRACT PRICE TOO HIGH, PIER DECLARES

Irvington's protest against the city's non-purchase of the Versteeg tract for playground purposes was hurled at the city council Friday morning and Commissioner S. C. Pier and various representatives of that residence district came to loggerheads.

W. J. Hoffman, Jerry E. Bronaugh and others declared it a slap at Irvington property values when the city refused a jury's condemnation verdict of $37,000 for the tract, declaring that the assessed valuation was fixed years ago, before the region was developed.

Pier retorted that he would not stand for a price in excess of $30,000, which was well above the assessed valuation, plus one third, the basis decided upon for purchasing vacant property for recreation purposes.

Pier declared conditions have changed, and the market for unimproved property is much lower than formerly. He cited instances of previous public purchases of private lands where property all around the acquired tracts has been sold at lower prices than the city had paid.

Mayor Baker poured oil on the waters by directing that negotiations be resumed, even if a new condemnation should be undertaken.

THERE MAY BE SLIPTON 'TWEEN LIPTON AND CUP

(Continued From Page One)

a bum cartoonist and took a look at the Irresolute and it looked to me like she had croaked from a barnacle on her binnacle. What ever it was the boys on board of her all but perspired trying not to fix it. She was towed to a marine hospital and now they say that the second leg will be run off Saturday if she can stand the gaff. May be some of you boys has never seen a international yacht race so I will try and tell you a few of our experiences. In the first place we had to get up in the middle of the night so as we could be down to the battery in time to catch the press boats which was to leave at 8 a. m. but didn't. On the way down I borrowed a paper off a guy and read about the coming event so as I would know what was going on and, it said in the article that the races might not be very good as both boats needed more time to tune up.

OH, IT IS SO SUDDEN

You see the race was sprang on them kind of suddenly as they didnt know it was coming off till way back in 1913. It also said the Resolute would have a time allowance of seven minutes and 1 second on account of the difference in time between here and Belfast where the shamrock grows and the river Shannon flows. Speaking about shamrocks, I always thought they was supposed to be three leaved, but what old Tom had yesterday was a 4 leaf crover. Well, along about half past eight we fell into a tug and was dragged out to the middle of the river where 2 destroyers was waiting for us though some of the boys looked like they had been destroyed the night before. Out there they separated the goats from the sheep, putting us guys on the destroyer Semmes while the sheep, namely the P-M newspapermen was herded onto the Goldberg. On the way to the race track, we past J. P. Morgan's dinghy, the Corsair, but he didnt see me. Somebody asked Liuet on our destroyer if the Semmes was a steady ship and he says she was the best little rocker in the U S navy. Several of us forced a smile. We reached the paddock along about 10 o'clock and the 2 yawls was ready there warming up. The Shamrock was painted green for some reason or another. We set there on the porch rocking till noon which was starting time.

GROUNDS PRETTY WET

By that time the grounds was really too wet to play on but they started the game anyway and the 2 scows got away to a pretty even start. They hadnt went very far however when it begin to rain but Kiem wouldnt stop the game. I will let the experts tell you about the technical side of it as all I found out was that on one ociasion the Irish sloop was going at a speed of 7 nuts per nautical mile while the other slop was doing a little better. Personally I wished we was at a 6 day bicycle race where you get about the same thrills only you don't half-to set in a rocker.

Saturday if the jaws and throat halyards and gaffs is all fixed up I will go out and see the next leg and that night I will go to The Follies and see a whole lot more of them. As for old Tom's victory, I say why not leave him have the cup as he has got tea to pour into it and what have we got? nothing.
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Federal Jury to Report

The report of the federal grand jury probably will be filed with the federal court Saturday or Monday, according to Assistant United States Attorney Hall S. Lusk. The members are expected to adjourn until early in the fall.

Rats and Bear Raid House for Honey; All Killed

Clatskanie, Or., July 16. — Wood rats and a bear robbed Mr. and Mrs. Albert Mortenson of honey and sleep Thursday morning. The Mortenson home is between Clatskanie and Benson's camp.

Mrs. Mortenson was wakened by a commotion in her husband's room and found him waging war on two huge wood rats, which he killed. Later in the morning Mortenson wakened his wife to see a big black bear in their yard. The bear was raiding their bee hives and had pushed one over the fence. Mortenson shot the bear, which weighed approximately 300 pounds.

Cooler Weather in Portland Saturday, Is Official Forecast

Hot weather of the near record-breaking kind was not looked for by the weather bureau for Friday and cooler weather is expected for Saturday, according to the official forecast.

About 4 o'clock Thursday afternoon the official thermometer registered 87 above, but at 5 it had dropped to 85 and thereafter it cooled off rapidly, the minimum temperature early Friday morning being 63.

Unsettled weather, probably with occasional showers, is expected for Saturday, with westerly winds. The heat Thursday was due to east winds, and these have now swung around to the west, E. L. Wells, district meteorologist, said.

The Willamette river has been remarkably steady lately. Since July 2 it has fallen only .1 of a foot, remaining practically stationary.

President of Life Insurance Company Honored at Banquet

More than 100 Portland business men and representatives of the Metropolitan Life Insurance company of New York attended a banquet at the Multnomah hotel Thursday night in honor of Haley Fiske, president of the company. Among the speakers were Senators Chamberlain and McNary, who paid high tribute to James E. Kavanagh, third vice president of the company, for his service to the government in selling over $185,000,000 of savings stamps during the war.

Accompanying Fiske are his daughters, Lois and Kathleen Fiske, Frank O. Ayers, second vice president; Lee K. Frankel, third vice president; George B. Scott, third vice president and Pacific coast manager; E. G. Galt, superintendent of agencies; A. J. Chadfey, secretary of President Fiske, and Superintendent J. F. Scanlan, James E. Kavanagh, third vice president of the company, accompanied the party on the western trip as far as San Francisco, where he is detained by illness.

A. T. Bonney, manager of the Portland branch, had charge of the entertainment of the visitors.

Mrs. Bessie Carboni Unhurt in Accident

Mrs. Bessie Carboni, at first believed to have been seriously injured Thursday night when an automobile being towed by revenue authorities was struck by a South Portland trolley car at Corbett and Abernathy streets, was found to be unhurt. Her husband called at St. Vincents hospital Friday morning and identified her. She is being held at the hospital for the federal officials on a liquor investigation.

Cut Is Expected in the Spokane Lumber Rate

Spokane, Wash., July 16.—(U. P.)—A cut in lumber freight rates to conform to the Spokane schedule to points east and west is expected from the interstate commerce commission by the Craig Mountain Lumber company, Winchester, Idaho. Hearings before the interstate commerce commission are being conducted here.

Annual Hike Scheduled

Oregon Agricultural College, Corvallis, July 16.—The annual summer session hike to the summit of Mary's peak will occur Saturday. The party will go early that morning by auto to the foot of the mountain.

SIR TOM LIPTON REGARDS RESULT HOLLOW VICTORY

By Jack Veiock

New York, July 16.—(I. N. S.)—The victory of Shamrock IV in the first race against the Resolute was a rather hollow affair. Sir Thomas, the genial Irish baronet, looks at it that way today, and while the crew of the challenger is sphinx-like, they realize that they have their work cut out for them if they are to continue winning.

"I had much rather not accept victory due to an accident," said Lipton. "I would willingly agree not to count the race if they want it that way."

Such is the sportsmanship of the veteran yachtsman from Ireland. The race, however, is already "counted." The rules which govern the international contest are plain. Resolute was beaten because she was unable to continue the race after turning the 15-mile mark and she acknowledged defeat when she signalled for a tow.

The outcome of the initial contest had little influence on the betting, such as it has been. Resolute is still as good as an even money proposition and many believe she will succeed in defending the cup.

SHRINKING OF MANILA ROPE IS BLAMED FOR ACCIDENT

Highlands, N. J., July 16.—(I. N. S.)—The accident that caused the smashing of the Resolute's halyards in the first race for the America's cup was probably brought about by the shrinking of the manila rope under the constant wetting the weather afforded.

SHAMROCK IV LOOKS FAST TO CONNOLLY

(Continued From Page One)

jibe over and head down the Jersey coast for the 15 mile outer mark, there was the Shamrock less than a quarter mile to the good. The Resolute must have done a little tack splitting while hid away and found something better than the other in the way of free air.

EVERYTHING JUMBLED UP

Down the coast they went, with little to choose between them, except that the Resolute seemed to be eating into the wind in better shape than the other. More squalls—or rather, they were gusts of rain and drizzle—during which about all we could see from our destroyer was the edge of the Shamrock's great mainsail. Throughout all this time the excursion fleet and patrols were spread across the racers' wakes like a huge, disordered convoy, smudging an already dark enough sky—low clouds, rather—with up-rolling columns of dirty black smoke.

It did not rise very high, though, for everything in the air seemed to want to hug the earth—the clouds, the flying boats, both these last coming whirring down close over our heads, as if they wanted to identify people aboard. In among the big steamers would be the little fellows, emitting indignant little whistles if they felt themselves crowded. It looked like a fine jam at times from our deck, with the sailing craft having a good time to escape being squeezed or run into.

RESOLUTE KEEPS AHEAD

Down the coast they went, with the Resolute having steadily the better of it. She could not sail any faster. I doubt if at any time she was slipping through the water any faster than the Shamrock, and at times I felt certain that she was not moving quite as fast. But she did hold on to her windward gauge.

It had been a sort of mixed weather all day. The sun had only broken through once, and that was just as the Shamrock crossed the starting line. Now, with the boats half way or so to the outer mark, the clouds began to bank in black and low, and from out of the clouds came some rolling thunder and jiggedly jags of lightning cut the horizon ahead of the racing yachts. Squalls of rain rolled down on us again, but none of them held the wind we—and no doubt the racing crews—wanted to see and feel; never but once, and then it did not last long.

CHANCES LOOK BRIGHTER

But while the wind drive lasted, the yachts skipped along. From our destroyer, the same commanded by a young officer and crew who were as eager as any of the press men to be close up—from here we could see only the winged edge of the Shamrock. But during that rush the Shamrock surely kicked out 11 knots, as also, in the judgment of many of us, she picked up a little distance on the Resolute.

More calm, then with the clouds lifting, and on top of a smooth ocean, the two boats rocked up and down, a little wind came, and away went the Shamrock, hunting for more of it, or perhaps only to try her hand at tacking. Three times she tacked in a few minutes, but every time she tacked the Resolute tacked with her. Evidently our fellow was not going to let his rival find anything good without getting his share of it. The Shamrock gave up tacking and perhaps just as well, because the Resolute plainly gained ground with every tack.

THEN SAIL DROPS

The Resolute was looking the winner all over, she was to get more than six minutes' time allowance; and here with the outer mark but a mile or so away, she was in the actual lead. And then, Oh joy! The wind picked up and the Resolute, being ahead, caught it first. It was a fine little breath of air, nothing to excite a sea-going craft, but the Resolute went down to her rail beneath it and began to walk along like the lady most of us wanted to believe she was.

On her last windward leg she was, the outer mark just ahead of her, when—

Her mainsail began to flutter. "What in ——?" you could hear all around. "She isn't ready to round yet!" We saw the throat of her big sail sag. She kept on going, though, and around the mark she went, with the whistles of such steamers as were near enough to see clearly giving her grand encouragement. But the big sail was sagging, sagging. And then we saw the gaff come tumbling down into the belly of the sail. And then—it was all over. She did not stop dead, but she might as well have. We saw the sail being lowered and a bunch of the crew gathered around the foot of the mainmast as if they were holding funeral services over something.

It was the throat halyard which had parted, we were informed by radio from someone in authority. The poor Resolute lay there—a bird with a broken wing if there ever was one, and as she lay there the Shamrock went on by. The Shamrock kept on going, to a slightly increasing breeze. And she showed that she could sail on that home leg. In less than one hour and a half she ran the 15 miles in the light breeze. Slightly better than 10 knots, that is, and as she crossed the line she got a great, great greeting of steam whistles.

I doubt if the Resolute would have been given a better greeting in her place. And she had hardly crossed when the dark clouds rolled back again and the thunder boomed out and there was a flash or two of lightning with a fine squall of wind. And before that squall of wind the big mainsail and jib of the green boat spread to the full, and down to her sail and under she went—and if ever a yacht logged 14 knots, she did then. She was going. We had only to watch the steam yachts trying to keep up to her to have the proof of that.

There was much talk ashore last night of why, if only her throat halyards were parted, the Resolute did not make shift of some kind of repairs and keep on going. But there must have been something more than a parted halyard to contend with. Her crew, no doubt, could give us a good reason for her going out of the race. They sailed her well yesterday.

HOPE FOR SATURDAY

Some sentimentalized people here are thinking it would have been a fine bit of sportsmanship if the Shamrock refused to cross the line after the Resolute's accident, and so make no race of it. But that won't do. She took the breeze as the Resolute took it, with racing gear, and stood up under it. If a racing boat lightens up to the last thread of her gear to make speed and under the stress of weather that gear gives out on her, then there is nothing left for her but to pay the penalty.

The Shamrock won a fair victory Thursday but we are all hoping that by Saturday, when they meet again, the Resolute will have overhauled her gear.

Sister and Divorced Wife Both Claiming $1000 Insurance

Another case for wise King Solomon. Two women are at odds. This time it is over a $1000 life insurance check and not over a bouncing baby.

Officers of the Mutual Benefit department of the Order of Railway Conductors of America incorporated in Iowa, have thrown up their hands in despair. They cannot decide to which woman the check belongs nor have they reached an agreement with the women on dividing it. So they have wiped their hands in the case by filing a $1000 certified check with the clerk of the federal court. Either Federal Judge R. S. Bean or Charles Wolverton must make the decision.

The policy was drawn by William Naughton in 1908. He died March 8, 1920. On October 16, 1918, he was divorced from his wife, Lillian. Since that time she has married a man named Johnson and resides here. Following Naughton's death Mrs. T. F. Murray of Melrose, Iowa, a sister, laid claim to the $1000, upon the grounds that the divorced woman was no longer the beneficiary and that she was next of kin.

LAND DONATED TO CATHOLIC CHURCH

Mr. and Mrs. Samuel J. Gorman, who make their home at the Stelwyn apartments, have donated 115 acres of land at Ellahurst, between the mouth of Eagle Creek canyon and Bonneville, to the Catholic church of Portland to be used as a Catholic center for Oregon under auspices of Archbishop Christie.

Fifty acres have already been designated as Christie park, and upon this the archbishop proposes to erect a chapel as well as providing outing accommodations for all boys of "Scout" age in the various parishes of the archdiocese under direction of a competent scoutmaster and chapiain.

Sixty-five acres will be divided among the several Portland fraternal orders of Catholic men and women and including all of the sisterhood orders, so that each of them will receive title to sufficient ground upon which to establish a summer camp or rest place where they can retire for the vacation period.

Gorman is busy now with the surveyors, arranging the allotments to the various orders, to whom titles will be given as soon as the work is completed and plans filed at the recorder's office.

Concert to Be Given By Rosarian Band on Willamette Heights

Under the leadership of Joel B. Ettinger, the Rosarian band will give the municipal band concert Friday night at the forestry building stand on Willamette heights. The program will be:

First part—Overture, "Poet and Peasant" (Suppe); selection, "Firefly" (Friml); waltz, "The Sisters" (Waldteufel); a, "Egyptian Intermezzo, Amina (Linke; b, "March Militaire No. 1" (Schubert); intermission.

Second part—Selection, "Il Trovatore" (Verdi); idyll "Down South" (Middleton); operatic sketches (Tobani); Star Spangled Banner.

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