



Avoids Breakfast Cooking—

NEW POST TOASTIES are ready to eat direct from the package. They have a fine new flavour—self-developed by a new patented process. It's the rare, true flavour of prime, white Indian corn itself, and these NEW TOASTIES are the first corn flakes that do not depend on cream and sugar for palatability.

The proof of this superior flavour is found by eating some from the package dry. They're deliciously good that way, but of course are usually served with cream or good milk.

Examine the NEW POST TOASTIES flakes. The quick, fierce heat of the new process of manufacture, not only raises the distinguishing little bubbles on each flake, but gives a body and firmness that makes the NEW TOASTIES a more substantial food than ordinary "corn flakes."

NEW POST TOASTIES do not "chaff" or crumble in the package, and they don't mush down when cream is added. They come to you untouched by hand, and in moisture-proof packages that preserve their delightful oven-crispness until served at your table.

Well worth trying—these

New Post Toasties

July 26

Sold by Grocers everywhere

FURNITURE HARDWARE KNOWLES & GRABER

EVERYDAY PRICES AT THE SAMPLE STORE ARE SALE PRICES AT OTHER PLACES

1 lot of ladies' sample shoes, \$3.50 val.	\$1.85
1 lot of ladies' sample shoes, \$4.50 val.	\$2.45
1 lot of men's sample shoes, \$5.00 val.	\$3.85
Men's whip cord pants	\$1.25
Boys' whip cord pants	95c
Men's Overalls, all sizes	95c
Boys' Overalls at	50c

Cottage Grove Sample Store

Home : Made : Flour FOR HOME PEOPLE

Pride of Oregon, Soft Wheat Flour
H. & H. Hard Wheat Flour

Made by Cottage Grove Milling Company
Phone 80

BOMB DEALS DEATH 'N SAN FRANCISCO

White Preparedness Parade is Passing Market and Stuart Streets.

San Francisco.—Four persons killed outright, two received injuries from which they died an hour later and upward of 40 were injured, 37 seriously, when an infernal machine was exploded in the great crowd viewing the preparedness parade in which 50,000 residents of San Francisco and the bay cities marched.

Thousands of spectators and marchers in the vicinity of Stuart and Market streets, where the explosion occurred, were thrown into a wild panic and the procession was completely broken up at that point.

A suitcase in which the bomb had been "planted" was placed or thrown upon the sidewalk by the dynamiter.

Scores of persons were knocked down and injured. People standing on the sidewalk were heaped in a screaming, yelling mass. The foot of one child was torn completely off and a marcher carrying a big American flag had the standard blown from his hands and a piece of it driven through his leg.

The explosion shattered windows for blocks around.

So powerful was the explosive in the bomb that the ground for several blocks in the vicinity of the explosion was distinctly shaken, as by an earthquake. In manufacturing the bomb, the dynamiter had filled a small section of pipe with dynamite or nitroglycerine and had surrounded this with leaden bullets.

RUSSIANS ADVANCE ON THE RIGA FRONT

London.—The Germans have been driven back 12 miles at one point on the Riga front, according to a dispatch from Petrograd. Progress for the Russians is claimed on a front running from the Gulf of Riga to Uxkull, a distance of more than 30 miles, the greatest advance being made along the coast line. The dispatch says that fighting was without pause for four days. It has now halted, as the Russians require time to consolidate the ground they have gained.

British troops have captured a large part of the village of Pozieres, says the official British statement. They also gained some ground near Highwood in the direction of Guillemont.

For the first time since the allies' great push started the Germans are losing advantage of defenses furnished by nature. Official dispatches indicate that with the impending capture by General Haig's forces of the whole of Fourcaux and Delville woods, the German forces in this particular sector will be swept out of the last vestige of natural cover.

This explains the tenacity with which the Teutons have clung to these two spots now being steadily reduced by a tornado of British artillery fire to a blackened area of stumps and holes in the ground.

OFFENSIVE LIKE PENDULUM

Regularity of Drive Such Now as to Block Front-to-Front Movements.

London.—The entente allied offensive which swings between the western and eastern fronts with almost clocklike regularity, and in a manner almost completely to prevent the central powers from making any considerable transfers of troops from front to front, now is centered on the Russian front.

The forces under General Sakharoff have taken the offensive energetically, and their victory in the salient formed by the junction of the Lipa and Styr rivers, southwest of Lutsk, appears to be much more important than the official claims from Petrograd or the Austro-German admissions indicated.

Germany Crossed by French Flier

Paris.—Lieutenant Marchal of the French aviation corps last month left French soil and flew over the German capital, upon which he dropped proclamations, and then continued his flight, intending to land within the Russian lines. He was forced to descend, however, in Poland, and was taken prisoner by the Germans.

Gas Explosion in Tunnel Traps Men

Cleveland, O.—Twenty-four men are dead and at least half a dozen others are dying as the result of an explosion of gas in a waterworks tunnel five miles from shore underneath Lake Erie.

Hughes' Successor Confirmed

Washington.—The senate has unanimously confirmed the nomination of John H. Clarke, of Cleveland, as associate justice of the supreme court to succeed former Justice Hughes.

LARGE NAVAL BILL PASSES THE SENATE

Measure Goes to Conference and Struggle with House Probable

Washington.—The naval appropriation bill, with a three-year building program, including the immediate construction of four dreadnoughts, four great battle cruisers and 58 other craft, passed the senate by a vote of 71 to 8. It carries \$215,826,843, or \$45,557,588 more than the total as the measure passed the house.

Many proposals to curtail the enormous building increases within the measure by the senate naval committee were defeated overwhelmingly and as soon as final passage was announced the senate voted to insist on its amendments and send the bill at once to conference. The house is expected to insist on its building program and a long struggle is in prospect before an agreement is reached.

Two democrats, Senators Thomas and Vardaman, and six republicans, Senators Clapp, Curtis, Gronna, La Follette, Norris and Works, voted against the bill, which has had the support of leaders of both parties during the week of debate.

Reprisal Against Britain Planned

Indications that officials are considering the advisability of taking economic retaliatory measures against Great Britain for blacklisting nearly 100 American firms and individuals under the trading with the enemy act were apparent here.

Conclusions and plans were said not to have developed, but it was intimated that action of that kind might be determined on after the state department learned more of the plans of the British government.

Sweden retaliated when Great Britain blacklisted Swedish business houses and individuals by refusing to permit shipments for Russia to pass through her territory, according to information received by the state department. The action is said to have resulted in a modification by the British government of the blacklisting measure.

\$38,000,000 is Cut From Army Bill

Millions of dollars for extra "foreign service" pay for officers and men of the army, provided for in the army bill in the expectation that troops would be engaged in Mexico, were voted out on motion of Senator Chamberlain of the senate military committee, who is regarded as speaking for the war department. The action was regarded as evidence that the leaders do not expect the Mexican situation to take the serious turn it promised when the army bill was in committee.

More than \$38,000,000, provided for foreign service pay, maintenance, transportation and other expenses for an army afield on a campaign, were lopped off the \$300,000,000 bill.

Quick Polish Relief Urged by Wilson

President Wilson has signed a personal letter urging a quick solution of the Polish relief problem and it was dispatched immediately to the rulers of England, France, Russia, Germany and Austria-Hungary.

The White House made public this statement:

"The president has sent personal letters to the king of England, the emperor of Germany, the czar of Russia, the emperor of Austria and the president of France, suggesting the taking up entirely afresh of the matter of the relief of the overwhelming suffering in Poland, and tendering the kindly offices of this government in negotiations as to the possibility and method of such relief and any plan proposed to be of such policy adapted to the accomplishment of no other result than that of the relief of the distressed inhabitants of Poland."

U. S. Will Buy Danish West Indies

Official announcement was made at the White House that negotiations have practically been completed for the purchase of the Danish West Indies by the United States from Denmark for \$25,000,000.

The negotiations, a continuation of conversations carried on successfully in 1901 and again in 1910, were resumed several months ago. It is understood that Denmark, feeling the pinch of war, desired to rid herself of the islands, not only as a financial proposition, but to eliminate one troublesome element in maintaining her neutrality. The United States in 1910 signified a willingness to buy, but the offer made by Denmark then was withdrawn before any conclusion was reached.

Lying near Porto Rico, the islands are said by naval officials to possess excellent advantages as a naval base and coaling station.

James Whitcomb Riley Dead

Indianapolis.—James Whitcomb Riley, the Indiana poet, died unexpectedly Saturday night at his home here. Mr. Riley's death was due to paralysis. He suffered a violent stroke early Saturday morning and died at 10:50 in the evening.

RAILROAD WAGES

Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:

Do you believe in arbitration or industrial warfare?

The train employes on all the railroads are voting whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.

The railroads are in the public service—your service. This army of employes is in the public service—your service.

You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employes.

On all the Western railroads in 1915, seventy-five per cent of the train employes earned these wages (lowest, highest and average of all) as shown by the pay rolls—

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers	\$1747 3094	\$2195	\$1537 3076	\$2071	\$1056 2445	\$1378
Conductors	1543 2789	1878	1454 2933	1935	1151 2045	1355
Firemen	0.3 2078	1317	751 2059	1181	418 1552	973
Brakemen	854 1719	967	874 1961	1135	862 1821	1107

The average yearly wage payments to all Western train employes (including those who worked only part of the year) as shown by the 1915 payrolls were—

	Passenger	Freight	Yard
Engineers	\$2038	\$1737	\$1218
Conductors	1772	1624	1292
Firemen	1218	973	832
Brakemen	921	1000	1026

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in all freight rates.

The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employes' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

National Conference Committee of the Railways

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| ELISHA LEE, Chairman,
St. Louis & San Francisco Railroad. | A. S. GREIG, Asst. to Receiver,
St. Louis & San Francisco Railroad. |
| F. R. ALBRIGHT, Gen'l Manager,
Atlantic Coast Line Railroad. | C. W. ROUNS, Gen'l Manager,
Atchafalaya, Topoka & Santa Fe Railway. |
| L. E. BALDWIN, Gen'l Manager,
Central of Georgia Railway. | B. W. McMASTER, Gen'l Manager,
Wheeling and Lake Erie Railroad. |
| C. L. BARDO, Gen'l Manager,
New York, New Haven & Hartford Railroad. | N. D. MAHER, Vice-President,
Norfolk and Western Railway. |
| E. B. COFFMAN, Vice-President,
Southern Railway. | JAMES RUSSELL, Gen'l Manager,
Denver & Rio Grande Railroad. |
| S. E. COTTER, Gen'l Manager,
Wabash Railway. | A. M. SCHOVER, Resident Vice-Pres.,
Pennsylvania Lines West. |
| F. E. CROWLEY, Asst. Vice-President,
New York Central Railroad. | W. L. SEDDON, Vice-President,
Seaboard Air Line Railway. |
| C. H. EMERSON, Gen'l Manager,
Great Northern Railway. | A. J. STONE, Vice-President,
Eric Railroad. |
| C. H. EWING, Gen'l Manager,
Philadelphia & Reading Railway. | G. S. WAID, Vice-Pres. & Gen'l Manager,
Sunset Central Lines. |
| E. W. GRICE, Asst. to President,
Chesapeake & Ohio Railway. | |

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