

Eugene Agents
FOR
PEERLESS
PATTERNS

OUR
GRAND

Eugene Agents
FOR
PEERLESS
PATTERNS

Clean-Up Sale

Has been more of a success than we anticipated. The reason is plain—our customers know "when we say a thing is so, it's so," and they are not slow in taking advantage of our bargain offerings.

We Do As We Advertise

Ladies' Belts Sacrificed

All the newest styles many will be sold at less than half price while they last.

Try the Peerless Patterns

Summer Dress Goods Half Price

All the latest creations in dress fabrics, lawns, dimities, batistes, etc., at just 1/2 price.
10c per yard goods now 5c
15c per yard goods now 8c
20c per yard goods now 10c
25c per yard goods now 12 1/2c

Shirt Waists Slaughtered

No store in Eugene can show you the variety of high grade waists that we can. You may select what you want at one half the regular price.
All \$1.25 Waists now 63c
All \$1.50 Waists now 75c
All \$2.00 Waists now \$1.00

Mens' Hats for Less

The entire line of Men's Felt Hats are offered you at matchless prices.
All \$1.50 Hats now \$1.20
All \$2.00 Hats now \$1.60
All \$2.50 Hats now \$2.00
All \$3.00 Hats now \$2.30

Men's Underwear for Less

All summer goods must go. And Men's Underwear is included in this clean-up sale.
50c garments now 40c
75c garments now 60c
\$1.00 garments now 80c
\$1.25 garments now \$1.00

Time to Buy Parasols

All this season's styles, white and fancy colors, no old stock, we must have the room, so come and make your selection. Many will be sold at less than first cost.
Ladies' Vests and Pants will be sold at a big reduction—buy now and save

..Mason Fruit Jars..

And when we say "Mason Jars" we mean the Ball Mason, the very best Mason jar made—listen
Pints 50c per dozen Quarts 60c per dozen
One half gallons 80c per dozen

THE PLACE TO TRADE

NICKLIN & NEAL

PHONE MAIN 63

TWO ENTRANCES—Park and O.K. Streets; 9th and Oak Streets

REUNION OF FORREST FAMILY IN PENNSYLVANIA

Major L. D. Forrest, of Eugene, Pays Visit to His Old Home After An Absence of Eighteen Years.

On Wednesday, July 10, the Forrest family, of which Major L. D. Forrest, of Eugene, is a member, held a family reunion at Smithfield, Pa. The Tomawanda Reporter-Journal of July 18 prints a four-column writeup of the reunion, together with a picture of the seven Forrest brothers. The opening of the article is as follows:

A family reunion of more than ordinary interest was held on July 10, 1907, at the home of Hon. L. W. Forrest, at East Smithfield.

The family assembled was that of Dana and Margaret Eames Forrest, and with them more than 100 invited guests, a fine company of 150. The occasion was the visit to Smithfield of L. D. Forrest, Esq., of Eugene, Or., after an absence of 18 years. Mr. Forrest is accompanied by his wife and her sister, Mrs. Cheshire.

A large bower had been erected, extending from the porch over a portion of the lawn, making a delightful and commodious banquet hall, and later the auditorium. A beautiful day made this an ideal addition to

the house. From one side of the arbor there looked down on the company the strong and intelligent face of the father and the refined and womanly face of the mother, as the nine survivors of the thirteen children of this old and well-known family greeted their friends.

A place of prominence was given a large bird's-eye view of the field of Gettysburg, this being an exceptionally appropriate time for renewing war memories, the seven brothers having all served in the civil war.

OREGON NEWS IN BRIEF

The top-notchers in government affairs are becoming better acquainted with Oregon's resources and necessities. The Hon. Oscar C. Straus, secretary of commerce and labor, was given an informal reception at the Commercial Club Saturday night, and as is now well-known, was immediately preceded by Secretary Garfield and Vice President Fairbanks, and your correspondent has yet news in store to announce of the most interesting hunting of them all.

While hunting deer on Brush creek, 16 miles west of Drain, A. J. Minnick, unmarried, age 42, accidentally shot himself. He was killed instantly. The body was brought to Drain and shipped to Salem. He was a brother-in-law of Colonel L. K. Page, of Salem. No inquest was held.

Portland Business College

TENTH AND MORRISON STREETS, PORTLAND, OREGON
A. P. ARMSTRONG, LL. B., PRINCIPAL

Educates for success in a short time and at small expense, and sends each student to a position as soon as competent. Quality is our motto, and reputation for thorough work brings us over 100 calls per month for office help. Individual instruction insures rapid progress. We teach the loose leaf, the card index, the voucher and other modern methods of bookkeeping. Charter is our shorthand; easy, rapid, legible. Beautiful catalogue, business forms and penmanship free—easy, rapid, legible. Beautiful catalogue, business forms and penmanship free—easy, rapid, legible. References: any merchant, any bank, any newspaper in Portland write today.

BOILER EXPLOSION ON STEAMER COLUMBIA SAVED MANY LIVES

San Francisco, July 22.—The steamer Columbia, bound from this city to Portland, was rammed and sunk off Shelter Bay by the lumber schooner San Pedro at midnight Saturday night, and 150 passengers lost their lives. About 80 are supposed to have been saved. Captain Doran, master of the Columbia, is among those lost. The ill-fated steamer lies completely submerged.

At the time of the collision everybody except the lookout and officer on the bridge was asleep. Suddenly out of the fog loomed the black hull of the San Pedro, southbound, having evidently lost her course.

Whistles were blown and frantic efforts made by the helmsmen of both vessels to avert a collision, but to no avail. The lumber schooner struck the Columbia on her port bow, ripping an immense hole.

The alarm was quickly sounded and the terrified passengers scrambled from their staterooms, but the time was too short, as the vessel sunk within five minutes after being struck.

A life raft was launched with a few passengers aboard, but only a small percentage of the entire number on the Columbia.

The steamer Roanoke, carrying a number of the dead and some of the rescued passengers, reached here this morning. The dead were conveyed to the morgue.

Shelter Cove is 179 miles north of here.

The San Pedro is being towed to Eureka by the steamer Elder.

The Columbia left here Saturday at 1 o'clock with a full list of passengers, about 300 in number.

San Francisco, July 22.—Between one hundred and one hundred and fifty lives were lost Saturday at midnight in Shelter Bay, twelve miles southwest of Mendocino on the Humboldt county line, but the sinking of the steamer Columbia, which left San Francisco Saturday afternoon for Portland, but there are only meagre information regarding the tragedy, though every effort has been made to secure facts. Scores of telegrams have been sent to Eureka, the nearest point of importance, but they remain unanswered.

The little information secured was brought here by the steamers Roanoke and Daisy Mitchell, which arrived here this morning. This consists of the bare statement that while proceeding northward in a heavy fog at moderate speed, the steam schooner San Pedro, out of Eureka with lumber for San Francisco, bore down on the ill-fated Columbia at high speed and, despite the frantic efforts of the helmsmen, crashed into the steamer, sinking her stem ten feet into the Columbia's port bow. The San Pedro backed away and the water poured into the big jagged hole, sinking the Columbia within five minutes and carrying down the greater number of the passengers like rats in a trap.

Captain Was a Hero.
J. C. Flynn, a passenger on board of the Columbia, who arrived here on the Roanoke, says that Captain Doran and the crew of the Columbia proved themselves heroes. Captain Doran went down to his grave on board the ship after having, during the short space of five minutes the Columbia remained above water launched four boats and two rafts with 88 passengers from the doomed ship.
All the passengers below the hurricane deck were given no chance for their lives and were drowned like rats in a trap.

Most of the passengers were women. They had retired early in the evening and must have been sound asleep at the time of the wreck.
"From my personal knowledge I did not see a single woman saved," says Flynn.
The weather was foggy and the Columbia was proceeding under a slow bell at the time.
Flynn says he recalls seeing Chief Engineer Jackson standing in a life boat which was crowded with rescued passengers, all men, making for Eureka. Flynn goes on to say:
"The San Pedro must have been going at a terrific rate of speed, inasmuch as her mainmast was snapped off short by the impact of the collision."

Body of One Victim.
Flynn says that after passing through ten miles of wreckage on her way down the coast the Roanoke succeeded in picking up a life raft. Underneath this raft was the body of a man. A postcard in the pocket was addressed to "Edward Butler," Flynn thinks that Purser Byrnes is among the saved.

PASSENGERS HAD NO SHOW FOR LIVES
San Francisco, July 22.—Chief Engineer Jackson is reported among the saved.

Captain Schmidt, of the steam schooner Daisy Mitchell, which arrived here this morning, says he arrived on the scene of the collision at 1:30 a. m. Sunday, and at that time the Columbia had gone down, not even the tops of her masts being visible. He says he cruised around for some time and found a great many life preservers floating around, but no bodies, either dead or alive. Captain Schmidt says the Roanoke was on the scene and he understands they picked up a few bodies.

STEAMSHIP COMPANY HAS NO INFORMATION

San Francisco, July 22.—The following figures were given out at noon today by the Portland & San Francisco Steamship Company:
Cabin passengers, 163; steerage passengers, 21; crew, 60. Total, 249 souls on board. Reported saved, 98; unaccounted for, 151.
The assistant to President Frey said:
"We have made every effort by wire

to get information from Eureka and other points along the coast, but all we have learned thus far has come from the steamer Roanoke and the newspapers."

COMPLETE PASSENGER LIST OF COLUMBIA

San Francisco, July 22.—The following passengers sailed from here on the steamer Columbia on July 20:

E. G. Liggitt and wife.
Florence Lewis.
A. L. Biegel.
Franklin Ault.
Mauldin.
Ray Lewis.
H. L. Keever.
J. T. Orr.
E. Rockwell and wife.
E. Butler.
L. Jacey.
G. F. Wilson.
W. E. Ingals and wife.
Miss Alla Bahlen.
E. G. Townsend.
Mrs. H. C. Shaw.
Mrs. W. C. Dodson.
Ruby Cooper.
L. R. Smith and wife.
T. T. Clark and wife.
J. W. Carpenter.
J. C. Duham.
O. S. Lewis.
E. H. Keever.
C. A. Wintdale and wife.
C. H. Harrington.
Roland Vinters.
A. C. Woodward.
Nellie A. Nake.
Geo. L. Hoodnepyl.
W. L. Smith.
W. L. Smith.
Gertrude Butler.
C. A. Wintdale and wife.
Anna Akesson.
Wm. Walter.
May Leehan.
Miss Edna Wallace.
Mrs. J. Eason.
Alma Osterburg.
Mabel Watson.
P. M. Janney.
C. C. Rowland.
B. C. Best and wife.
W. C. Todd.
Miss B. Mussey.
Mrs. R. B. Cannon.
Effie Gordon.
Sarah H. Roberts.
Mrs. C. A. Eastan.
Miss A. S. Todd.
Lewis Malkus and wife.
J. W. Riggs and wife.
J. D. McFadden.
J. A. Smith.
Mrs. B. P. Winters.
Sarah Schull.
Mrs. K. Fagallo.
H. S. Allen.
Miss Clara Carpenter.
Miss Louis G. Nake.
Mrs. A. Hupp.
B. C. Wahlberg.
J. P. Eccles.
Emma Groesbeck.
Dwight Casner.
Chew Moch.
Hazel Ingals.
C. E. Melhu.
P. C. Austin.
Miss J. A. Johnson.
Miss B. Wallace.
Miss L. Hanson.
Leola Cooper.
Mabel Geiger.
R. H. Ewart.
Mrs. A. P. Cornell.
J. K. Springer.
J. W. Waddy.
E. L. Drake, Jr.
Miss Eva Becker.
Marion Glasby.
Carrie Martin.
Elsie May Stone.
A. Winklebillek and wife.
A. Merosi.
J. Grant Kline and wife.
Grace F. Keller.
Miss K. Hayden.
P. Robertson.
Mary Walter.
E. H. Janney.
M. J. Rateman.
Miss A. B. Cornell.
Mrs. Jane E. Best.
Mrs. O. S. Lewis.
W. J. Bachman.
L. O. Cannon.
Mrs. S. Walker.
Florence Thompson.
Mary Parsons.
C. R. Johnson.

Ethel Johnson.
Mrs. B. Fitzgerald.
Miss M. Buxton.
Miss H. Wright.
J. E. Paul and wife.
J. R. Hill.
W. H. Lucas.
H. H. Decker and wife.
C. H. Beecham.
W. M. Pinney.
W. H. Smith.
Michora Sull.
Phillip Ashford.
Mrs. L. L. Drake.
Mrs. Blanche R. Gordon.
Steven Clasy.
Miss H. Churchley.
Mrs. O. E. Liedell.
P. Goslinisky.
Julia Malek.
Mrs. A. G. Keller.
Alma B. Keller.
Mrs. William H. Souls.
Madera Sparks.
J. Merosi.
Miss N. L. Goodwin.
Effie B. Keller.
R. T. Kavanaugh.
Margaret McKeany.
Miss N. McLennan.
J. Brotherton.
Mrs. A. Gray.
Mrs. Shouldice.
William Klott.
Frank Hager.
Miss S. Cannon.
L. Clasy and wife.
Mrs. R. Anderson.
Mary E. Cox.
R. Lippmann and wife.
Geo. T. Sparks.
Francis Schroeder.
Miss W. White.
J. K. Young.
Annie Bernal.
Steerage.
A. W. Crater.
Joe Lumley.
John Miller.
C. W. Merrill.
C. W. Merrill.
O. Pourson.
E. A. Wallin.
Mrs. E. Silva.
F. Knop.
B. Vians.
J. Premius.
H. Schallhorn.
Frank Glune.
A. L. Elvers.
A. Steller.
W. H. Truesdale.
M. Mayo.
E. Silva.
H. Kinst.
J. Sans.
F. W. Williams.
Members of Crew.
Captain P. A. Doran.
Purser J. E. Byrnes, sailer on Columbia; Paul Hinner, quartermaster on Columbia; Mr. Lewis, of Pasadena; Edwin Wallin, of San Francisco; Mrs. Winibelbeck Dunn, Poplar Bluff, Mo.; Mrs. W. H. Angels, Oakland, Cal.; Miss Blanche W. Musser, 561 East Ninth street, Salt Lake City; Miss Ruby Cooper, Payette, Mo.; Michael Rodman, San Francisco; B. W. Graham, 125 Front street, Portland, Or.

W. Elder will go overland to San Francisco. In the boat which reached the shore at Shelter Bay were: Mrs. Lewis, of Pasadena, Cal., who was drowned, and an unknown man, presumed to be a sailor. Their bodies reached this city tonight on a special train.

The survivors in the boat were: L. B. Kriever, of Prescott, Ia.; Jacob Kuro, Coldwater, Kan.; Armand Cadorette, New Bedford, Mass.; David Doston, fireman on the Columbia; Charles McCoy, oiler on Columbia; D. S. Alpine, watchman on Columbia; Emil Mann, sailor on Columbia; Paul Hinner, quartermaster on Columbia; Mr. Lewis, of Pasadena; Edwin Wallin, of San Francisco; Mrs. Winibelbeck Dunn, Poplar Bluff, Mo.; Mrs. W. H. Angels, Oakland, Cal.; Miss Blanche W. Musser, 561 East Ninth street, Salt Lake City; Miss Ruby Cooper, Payette, Mo.; Michael Rodman, San Francisco; B. W. Graham, 125 Front street, Portland, Or.

Was Popular Vessel.
The Columbia had been plying between Portland and San Francisco since 1880. She arrived in the river July 22 of that year, from Chester, Pa., where she was built for the Oregon Railroad & Navigation Company. She made the trip round the Horn in command of Captain Fred Bolles. This was the eighty-first northbound voyage of the vessel since October, 1904, and with the exception of the time she was on the dry dock in 1906 for repairs made necessary by the damage sustained during the San Francisco earthquake, she had been on the run almost continuously. The Columbia made a remarkable record because of her promptness in reporting at the two ports. During the first fifteen years she was only on one occasion at sea longer than one night on the trip south.

The steamer was 369 feet long, 35.5 feet beam and 23.3 feet depth. She was of 1746 tons net register. The Columbia was one of the staunchest built of the earlier-day vessels, and was operated from 1880 until 1905 before she was placed in drydock. At that time she was lifted at the Union Iron Works in San Francisco, and was given an overhauling that placed her in better condition than when she made the trip around the Horn.

AFFECTING SUNDAY SERVICE HELD BY THE SURVIVORS

On Sunday evening there was an affecting scene aboard the steamer Elder, when the rescued passengers gathered in the social hall and divine services, led by Dr. Frank Talmage, of Los Angeles, son of the great T. DeWitt Talmage, were held. Kneeling on the floor the passengers joined in offering thanks to Almighty God for their deliverance. It was a touching spectacle while men and women with bruised faces and limbs in strange clothes supplied by the passengers and crew of the Elder sang "Nearer, My God to Thee," and "Rock of Ages."

EUGENE SCHOOL TEACHER AMONG THE RESCUED

In the list of passengers as published in last night's Guard was the name of Carrie Martin. Mrs. Mary Martin, the mother of Miss Carrie Martin, the well-known school teacher of this city, thought at once that this was her daughter, as she was in California and intended to return home immediately by water. Press dispatches received last night proved her surmise to be correct, but at the same time brought joy to her heart when it stated that her daughter was landed safely at Eureka, Cal.

In the list of passengers appeared the name of Miss Edna Wallace. It is thought this might be the Edna Wallace who graduated from the Eugene high school three or four years ago and who has been residing in Portland for the past two years, returning from Eugene with her parents to that city. The name is not among those who were saved.

At Shelter Bay.

Eureka, Cal., July 23.—Only one boat landed at Shelter Cove, not three, according to the first reports. The persons in it were taken to Bryceland, and from there to Garverville, in the southern end of the county, where today those who had no relatives here brought by the Geo.

MANY PORTLAND PEOPLE VICTIMS OF AWFUL WRECK

Portland, July 25.—No disaster since the San Francisco fire has created such consternation in this city as the news of the loss of the Columbia. Many of the passengers were residents of this city, or relatives of Portland people. Among them are Mr. and Mrs. Bert Lippmann, of San Francisco, Mrs. Lippmann being a sister of Constable Lou Wagner. Mrs. Lippmann's mother and other relatives reside here. Mrs. R. B. Cannon, Miss Stella Cannon and L. O. Cannon were on their way here to visit their son and brother, R. D. Cannon, city editor of the Telegram. Mrs. William H. Souls is the wife of W. H. Souls, marine editor of the Oregonian. Miss Mabelle Watson is a sister of E. A. Watson, a member of the firm of Tull & Gibbs. Miss Helen Churchill and Mrs. C. A. Eastman are sisters of Arthur Churchill, of this city. Mrs. L. Drake and sons are residents of Portland. P. Goslinisky is a brother of Mrs. Emanuel Meyer and of Mrs. L. N. Fleisher. Fleisher & Meyer are among the most prominent business men on the north coast.

W. Elder will go overland to San Francisco. In the boat which reached the shore at Shelter Bay were: Mrs. Lewis, of Pasadena, Cal., who was drowned, and an unknown man, presumed to be a sailor. Their bodies reached this city tonight on a special train.

The survivors in the boat were: L. B. Kriever, of Prescott, Ia.; Jacob Kuro, Coldwater, Kan.; Armand Cadorette, New Bedford, Mass.; David Doston, fireman on the Columbia; Charles McCoy, oiler on Columbia; D. S. Alpine, watchman on Columbia; Emil Mann, sailor on Columbia; Paul Hinner, quartermaster on Columbia; Mr. Lewis, of Pasadena; Edwin Wallin, of San Francisco; Mrs. Winibelbeck Dunn, Poplar Bluff, Mo.; Mrs. W. H. Angels, Oakland, Cal.; Miss Blanche W. Musser, 561 East Ninth street, Salt Lake City; Miss Ruby Cooper, Payette, Mo.; Michael Rodman, San Francisco; B. W. Graham, 125 Front street, Portland, Or.

Was Popular Vessel.
The Columbia had been plying between Portland and San Francisco since 1880. She arrived in the river July 22 of that year, from Chester, Pa., where she was built for the Oregon Railroad & Navigation Company. She made the trip round the Horn in command of Captain Fred Bolles. This was the eighty-first northbound voyage of the vessel since October, 1904, and with the exception of the time she was on the dry dock in 1906 for repairs made necessary by the damage sustained during the San Francisco earthquake, she had been on the run almost continuously. The Columbia made a remarkable record because of her promptness in reporting at the two ports. During the first fifteen years she was only on one occasion at sea longer than one night on the trip south.

The steamer was 369 feet long, 35.5 feet beam and 23.3 feet depth. She was of 1746 tons net register. The Columbia was one of the staunchest built of the earlier-day vessels, and was operated from 1880 until 1905 before she was placed in drydock. At that time she was lifted at the Union Iron Works in San Francisco, and was given an overhauling that placed her in better condition than when she made the trip around the Horn.

List of Survivors.

Eureka, Cal., July 22.—The following survivors of the Columbia have been brought here:
H. Schallhorn, Portland.
Madora Sparks, Port Smith, Ark.
J. Brotherton, Muskego, I. T.
A. C. Woodland, Oakland.
C. C. Mahew, Enid, Okla.
Clyde C. Roland, Spokane.
E. G. Townsend, North Yamhill.
B. C. Austin, San Francisco.
J. C. Orr, Schuyler, Neb.
A. L. Elvers, Portland.
W. H. Truesdale, Litchfield, Ill.
Maybelle Watson, Berkeley.
Alma Osterburg, Cleveland, Ohio.
Miss Stella Cannon, San Francisco.
Louis Cannon, San Francisco.
Emma Griese, Cleveland, Ohio.
W. H. Smith, San Francisco.
Emil Silon, Aberdeen, Wash.
Alice M. Watson, Denver.
Florence Thompson, Youngstown, Ohio.

Lulu Hanson, Minneapolis.
Bert Lippmann, San Francisco.
Dwight Casner, Lead, S. D.
C. H. Bealman, San Diego.
William Klott, Seattle.
J. P. Kavanaugh, San Francisco.
H. S. Allen, San Francisco.
Dr. E. J. Paine and wife, Columbus, Ohio.

H. Robinson, Alameda, Cal.
Henry Kunst, Merced, Cal.
A. J. Biegel, Portland.
W. L. Smith, Vancouver, B. C.
Sarah Rogers, Spokane.
Hazel Ingals, Oakland.
Bob Cornell, San Diego.
Mrs. J. A. Johnson, San Francisco.
Ethel Johnson, San Francisco.
C. R. Johnson, San Francisco.
Mrs. Leggett, Kansas.
Dr. B. C. Best and wife, San Francisco.
Nannie McClellan, Waco, Texas.
Mrs. H. C. Shaw, Stockton.
Mrs. B. R. Fitzgerald, Los Angeles.
Miss Nannie Buxton, Portland.
Miss Shouldice, San Francisco.
Effie Gordon, Portland.
C. H. Martindale and wife, Guthrie, Okla.
Geo. L. Hoopendyl, McMinaville, Tenn.

A. Schober, Enid, Okla.
F. A. Manedin, Enid, Okla.
W. F. Williams, Enid, Okla.
Fred Rogers, Enid, Okla.
J. P. Eccles, Portland.
Joseph Sen, Oakland.
Joseph Rumsey, Oakland.
W. H. Ingals, Oakland.
D. R. Smith and wife, Oakland.
Mrs. F. Copeland, Oakland.
Mrs. F. S. Drake, Oakland.
Fred Knapp, San Francisco.
T. H. Mayer, San Francisco.
Olaf Pearson, San Francisco.
Phil E. Gosling, San Francisco.
R. H. Ewart, Porterville, Cal.
L. C. Meyer, Porterville, Cal.
Fred Smith, Porterville, Cal.
E. H. Janney, Portland.
P. M. Janney, Portland.
A. Winklebillek, Poplar Bluff, Mo.
William Harding Lucas, Seattle.
Frank Hager, Jamestown, Pa.
Hetty Goldner, Manitowac, Wis.
H. H. Decker and wife, Tesla, Cal.
Anna Akesson, Littlefield, Milan.
Mary Walter, Minneapolis.
A. W. Crader, Portland.
Dr. B. C. Best and wife.
Eighteen members of the crew of the San Pedro.
Total—Nineteen saved from San Pedro.
E. Rockwell and wife, Guthrie, Okla.
W. N. Pinnul, Portland.
J. W. Waddy, Portland.
H. C. Wallberg, Portland.
Mrs. C. A. Eastman, Portland.
Miss Helen Churchill, Portland.
Mrs. William C. Dodson, Portland.
Phillip Ashford, Livermore, Cal.
Pearl Beebe, Portland.
L. C. Hice, Santa Anna, Cal.
Mrs. J. H. Thompson, Napa, Cal.
Carrie Martin, Eugene, Or.
May Leehan, San Francisco.
Eva Becker, San Francisco.
Mrs. Otilie Lidelit, San Francisco.
Mabel Geiger, Peoria, Ill.
A. Grant Cline and wife, Sanger, Cal.
E. E. Clark and wife, Jacksonville, Tenn.
J. W. Biggs and wife, Bloomington, Ill.
H. S. Keener, Enid, Okla.

TELEGRAPHIC NEWS IN BRIEF

A dispatch from Tapachula, Mexico, says that Plutarco Bowen, an American who recently fled from Guatemala to that town, has been kidnapped by a force of Guatemalan troops who crossed the border into Mexico at night and entered Tapachula. Bowen was carried on a horse into Guatemala. He was taken to the town of San Marcos and there executed by a firing squad. His pleadings for a trial by jury were ignored. At West Point, Colonel Charles Ayres, of the United States army, who gained prominence by criticizing the officers for excluding his wife from the grounds at West Point, has been declared incapable of serving in the army on account of Bright's disease by medical examiners.

A committee of 218 at Philadelphia awarded Denver lodge \$250.00 prize for traveling the greatest number of miles to the convention. New Orleans got the first prize of \$300. New York won first prize of \$500 for having the largest number in the parade.

It has been learned that Mrs. Russell Sage has recently given \$250,000 to the association for the relief of respectable, aged, indigent females in the city of New York.
At Sandy Hook, Ky., Judge James Hargis, central figure in the famous feud, has been acquitted on the charge of complicity in the murder of Dr. Cox. The state refused to enter into the case because its witnesses failed to appear. Because Judge Moody declined to send the case to Breathitt county the court ordered the jury to acquit Hargis.
At Pullman, Wash., fire early Saturday morning destroyed the Pacific Coast elevator and warehouse, the Standard Oil tanks and house and the warehouses of a number of Pullman merchants. The loss will total nearly \$30,000, and is distributed as follows: Stewart Clure Hardware Company, \$8000; Billy Reed Furniture Company, \$1200; Frank Campbell, \$6000; Pacific Coast Elevator Company, \$12,400; Springfield Lumber Company, \$2000; Standard Oil Company, about \$5000.

Many of the killed in the freight and excursion train collision near Salem, Mich., Saturday, were railroad employees. The known list is as follows: Charles McCnely, foreman blacksmith shop; Jim Vizzard, Ned Gallagher, Ray Jacobs, foreman of special, Herman Hoss, L. K. Merrill, Albert Trautwine, John Tafel, Henry Reynolds, Willie Grams, Homer Smith, F. Fitzgerald, Charles Brown, John Rogers, M. M. Corbett, August Victor, Mrs. Abe Keely injured; Engineer Alvord, fatally injured; Conductor Pixley, injured seriously.

Yesterday was a record day for fees at the county clerk's office, the sum of \$71.20 being taken in. As the average receipts of the office are about \$25 a day, it will be seen that there was lots of business yesterday. It is gradually on the increase, due to the fact that a great deal of real estate is changing hands, and the deeds are filed immediately with the county clerk for record.

They wear and wear and wear

FOR CHILDREN
Levi Strauss & Co.
SOLE DISTRIBUTORS