

BOOSTER ENGAGED AT SALARY OF \$5000 A YEAR

COMMERCIAL CLUB SECURES MAN FROM CALOUSA TO AD- VERTISE RESOURCES

JOHN H. HARTOG WIRES THAT HE WILL ACCEPT POSITION OF MANAGER OF CLUB AND WILL ARRIVE IN EUGENE WITHIN A FEW DAYS

John H. Hartog, at present manager of the Calousa county, Cal., commercial club, has accepted the proposition made by the Eugene commercial club to become manager of the organization and to act as Eugene "booster" and advertising manager. Dr. L. L. Whitson, president of the club, this morning received the following telegram from Mr. Hartog:

"Letter of 22nd inst. received. Accept proposition. Mail me contract."

The board of governors recently elected by the club to handle the advertising fund now being raised among the citizens of the city, after carefully considering the question made a proposition to Mr. Hartog to come here for \$5000 a year, and as soon as he can arrange his affairs to Calousa so that he can leave, he will depart for Eugene to take up his work here. It is expected that he will arrive within two weeks.

Mr. Hartog is recommended by Tom Richardson, manager of the Portland commercial club, Wm. McMurray, general passenger agent of the Harriman lines in the Northwest and other prominent men, as being the best man on the coast for such work as he is engaged in.

The committee in charge of raising the \$12,000 fund with which to advertise the resources of the city and county reports that there are very fair prospects of succeeding and it is hoped to close up the subscription list by the time Mr. Hartog arrives.

LIST OF CLAIMS ALLOWED BY COURT

Following is the list of claims allowed at the October term of county court for Lane county:

Road Account.	
E. F. Judkins, road work.	\$ 72.00
J. W. Quackenbush, nails.	2.00
E. Meats, road work.	4.50
H. Shirk, road work.	16.80
Palmer Bros., road work.	15.75
W. G. Judkins, road work.	36.00
Chas. Marsh, road work.	8.00
C. W. Hamble, road work.	32.20
H. Hodges, road work.	12.21
Leo Martin, labor.	7.50
Wm. Boyd, labor.	18.87
J. Eaton, road work.	7.70
B. Pederson, road work.	8.25
W. R. Lattin, road work.	27.60
E. A. Schewering, road work.	23.50
L. D. Smith, road work.	3.00
Griffin Hdw. Co., hardware.	251.10
S. B. Mayben, road work.	58.75
W. M. Slaven, road work.	8.00
J. J. Peniot, road work.	1.50
S. McCarnegay, road work.	3.50
Webster, road work.	5.00
Earn. Fisher, road work.	14.00
H. Roberts, labor.	4.50
H. C. Wheeler, labor.	4.50
S. A. Roberts, labor.	8.00
M. P. Bonnett, labor.	1.50
Lars Hansen, labor.	9.00
Perry Wallace, labor.	12.15
Jesse Wallace, labor.	14.15
L. Slaver, powder, fuse, etc.	25.00
A. N. Smith, labor.	7.00
W. H. Millhorn, road work.	14.87
Lester Wycoff, labor.	14.00
J. M. Martin, labor.	18.00
M. D. Evers, bridge iron.	14.00
Booth-Kelly Lumber Co., gravel.	8.73
Arthur Baker, road work.	10.50
A. J. Baker, road work.	19.50
H. Baxter, road work.	8.87
Bert Denham, road work.	1.50
R. C. Edwards, road work.	52.90
M. B. Stone, lumber.	73.78
C. E. Boggs, road work.	2.00
W. H. Oswald, crusher work.	48.37
A. J. Hills, road work.	21.50
W. H. Renfro, road work.	5.00
Melvin Buss, labor.	35.87
Clarence Buss, bridge work.	29.75
T. J. Boren, bridge work.	12.25
W. H. Austin, labor.	49.37
F. Watson, road work.	4.50
J. M. Goldson, blacksmithing.	1.25
Walters & Son Lumber Co., lumber.	32.87
C. L. Inman, lumber.	9.07
Booth-Kelly Lumber Co., lumber.	7.68
Sam Sorenson, road work.	5.50
Arthur Easton, road work.	12.00
Arthur Graville, road work.	78.75
Ed Oswald, crusher.	11.00
Burton Powell, crusher.	11.00
Hans Jensen, road work.	15.00
Wm. Kyle & Sons, nails.	6.50
Oren Liles, crusher work.	47.00
M. Trunnell, bridge work.	16.00
S. G. Spicer, gravel.	15.03
S. G. Spicer, gravel.	12.65
C. W. Smith, road work.	7.50
J. P. Stephens, road work.	13.50
F. A. Spicer, road work.	8.88
Ora Liles, crusher work.	53.90
Leonard Stephens, road work.	10.50
F. E. Simmons, road work.	2.00
Chas. S. Pogue, road work.	26.25
Burton Powell, crusher work.	15.00
G. O. Powers, material.	3.55
Elph Goodman, road work.	13.50
Geo. Fenlow, road work.	17.25
Geo. Fenlow, road work.	17.25
J. H. Carter, road work.	40.50
Oren Liles, crusher work.	6.00
F. J. Meiner Hdw. Co., nails.	2.00
S. S. Miller, hauling powder.	4.25

Albert Anderson, road work.	8.25
Elmer Anderson, road work.	2.75
A. B. Hillestad, road work.	2.75
August Beckman, road work.	5.00
I. Slayter, mdse.	17.84
S. E. Bettis, road work.	24.00
W. C. Elliott, road work.	25.50
W. L. Wallace, lumber.	211.15
Ralph Goodman, road work.	\$ 9.00
J. Parish, road work.	7.75
Geo. Forrest, crusher.	2.50
D. E. Leffler, road work.	7.50
E. W. Bowder, road work.	10.00
Ed Bundy, road work.	27.00
L. Miller, road work.	3.00
Albert Peterson, road by Al- bers Peterson.	10.85
H. E. Phetteplace, road work.	9.00

Thomas Watson, crusher work.	10.00
John Volgamore, road work.	34.32
Hurd Lumber Co., lumber.	2.88
M. Leach, gravel.	8.75
W. L. Hinkle, gravel.	5.40
M. F. Green, lumber.	32.30
A. C. Mathews, gravel.	1.50
Wm. Watson, road work.	7.50
A. D. Johnson, bridge timber.	3.00
Orb Fisher, road work.	4.00
Joe Watson, crusher.	28.00
Griffin Hdw. Co., mdse.	5.25
Gross Bros., foundry work.	157.39
Chas. Deming, crusher.	94.50
Burton Powell, crusher.	5.00
Dave Elliott, road work.	22.50
Chas. Deming, crusher.	32.50
Gib Cook, crusher.	4.00
O. M. Jetson, gravel.	7.50
W. R. Hardie, road work.	7.50
O. C. Halderson, road work.	7.50
N. A. Phelps, gravel.	4.50
C. C. Olson, road work.	7.50
Alex Swenson, road work.	8.25
L. D. Pickens, lumber.	41.12
M. Fountain, lumber.	8.00
E. Carille, road work.	10.00
M. M. Lower, road work.	31.50
Frank Snyder, road work.	9.75
Grover Huston, road work.	2.00
Gustav Petzold, road work.	7.50
Otto Petzold, supervisor.	48.95
Edward Bowman, road work.	3.00
Harry Bowers, road work.	1.50
Harry Petzold, road work.	6.00
Ebbert Fisher, road work.	19.82
Miller & Mays, mdse.	3.85
Robert Willis, crusher work.	15.00
Joe Willis, crusher work.	15.00
W. Willis, crusher work.	15.00
C. L. Inman, lumber.	26.35
Anderson & Warner, lumber.	29.05
J. M. Tally, crusher work.	36.75
O. E. Trout, gravel.	9.00
N. Harwood, crusher work.	24.00
Wm. Huston, road work.	32.00



MRS. C. OLIVER ISELIN.
Daughter of the late Colonel William
Goddard of Providence, R. I., who re-
ceives \$100,000 from his estate at
once under the provisions of his will
and eventually will receive practically
the whole of the estate, valued at
about \$300,000.

Griffin & Veatch Co., mdse.	2.25
A. C. Jennings, view.	4.00
P. J. McPherson, view.	4.00
Harold Waggoner, chairman	2.00
C. M. Collier, county survey- or.	7.50
Geo. Robinson, axman.	2.00
H. H. Nestle, crusher work.	31.00
A. Gleason, crusher work.	48.00
G. Ware, crusher work.	42.00
Wm. McCollum, crusher work.	38.00
J. Albro, crusher work.	48.00
C. Albro, crusher work.	48.00
H. Ward, crusher work.	47.00
M. C. Goodnow, crusher work.	101.00
H. Carson, crusher work.	12.00
Chas. McCollum, crusher work.	42.50
John McCollum, crusher work.	33.00
Lee Bailey, crusher work.	66.50
Joe Watson, crusher work.	2.00
Sam Watson, crusher work.	39.50
Frank Bailey, crusher work.	4.00
J. R. Sexton, crusher work.	4.00
Chas. Ware, crusher work.	17.50
Roy Calloway, crusher work.	63.60
Dave Withrow, crusher work.	20.00
M. D. Evers, grading.	3.00
L. Calloway, grading.	46.00
P. Miller, road work.	2.50
John Larson, crusher work.	53.50
F. Jorgensen, road work.	15.00
T. E. Edwards, labor on roads.	6.00
M. C. Furrow, gravel.	9.00
Wynne Hdw. Co., mdse.	26.40
A. D. Owen & Son, lumber.	43.20
Harry Swartz, road work.	14.00
T. K. Sears, road work.	49.00
The Brown Lumber Com- pany, lumber.	6.84
Geo. Swartz, road work.	36.00
H. S. Tilton, road work.	5.00
L. G. VanScholack, road work.	7.00
Adal Crutcher, road work.	8.75
J. H. T. Ber, road work.	19.25
C. L. Powell, road work.	9.00
C. A. VanScholack, road work.	52.59
C. A. VanScholack, road work.	14.87
Wm. Driskill, road.	2.25
Albert Oberlander, crusher.	4.00
V. F. Hebert, road work.	4.00
L. R. Hebert, road work.	5.00
Eugene Lumber Company, lumber.	42.00
Fred Berger, road work.	2.50
Roy Fisher, labor on roads.	21.63

TWELVE MILES OF CARVER'S ROAD ARE GRADED

WORK PROGRESSING RAPIDLY ON THE CORVALLIS & ALSEA LINE

SEVERAL MORE CARLOADS OF RAILS ARRIVE, MAKING 26 IN ALL—TRACK-LAYING WILL BE- GIN IN EARLY SPRING

By tomorrow night 12 miles of grade on the Corvallis & Alsea River railroad will be completed, says the Corvallis Times. The work is progressing very satisfactorily, according to Manager Carver, who has all matters of construction in hand. The end of the grade now extends to the Bruce lane, a point almost directly south of Corvallis. Statements that the road is to go to Monroe, Mr. Carver says, are not true. The destination of the road is the Alsea timber, one of which the profitable trade of the road is mainly to come. When the point of diversion from the south-
west course will begin, however, has not been determined by the engineers and managers. This is largely a question of economy in securing the right of way and in building cost, together with the economy of operation after the road is constructed. It is obvious that the divergence from the present course will shortly begin, however.

Materials of all kinds are being gathered at Corvallis, preparatory to track laying as soon as the weather conditions prevent further grading operations. The effort is first to combine every energy in extending the grade to the furthest point possible. Twelve additional cars of rails are now arriving, and being put on the company's yards at Corvallis. They will increase the aggregate of rails on hand to 26 cars, enough to lay 15 miles of track. When grading operations are no longer possible track laying will begin.

Not S. F. Road.
One of the Eugene newspapers has made the announcement, and with great assurance, that the road is owned by the Southern Pacific Company, and is to be a feeder for that railroad. This statement, Mr. Carver declares emphatically, is untrue. The "Times" has not the slightest doubt as to the truth of Mr. Carver's denial. Many signs that even an outsider can see disprove the Eugene paper's assertion. First of these is that the Southern Pacific's right of way, bought and paid for 13 years ago, is not being used. On the contrary, the Carver road is being built at a high price, and paying for it at pretty high prices, although so far its line parallels the Southern Pacific right of way and is most of the time but a few yards from it. The cost of the right of way to the Carver road will be \$20,000 or \$25,000, if not more, a sum that would not be spent were the Southern Pacific interested in the line. Another certain sign is the character of the rails used in the construction. Were the Southern Pacific building the road it would use no lighter than a 110-pound rail, for the road would be for overland trains. The rails Mr. Carver is to lay are much lighter, and are conclusive proof that the Corvallis & Alsea is an independent concern, that it is wisely planned for good river connection with Portland, and therein is a much wiser line to have built than the one to Eugene from the westward, on which at one time Mr. Carver planned.

S. P. CO. BEGINS CN MARCOLA DEPOT

SURVEYORS AT WORK ON THE SITE—VERY FEW CASES OF TYPHOID FEVER

Marcola, Oct. 25.—The S. P. Co. has at last started working on the depot at Marcola. The surveyors were working on the site Friday. The steam work saw that cut wood for J. F. Volgamore has returned to Springfield. Dave Neely hauled several loads of lumber from John Brookmyer's mill last week. There have been but two cases of typhoid fever this summer at Fischer Bros.' mill. School has not begun in the new school house at Marcola, as was expected. N. J. Rowan's baby, who was very sick, is improving. Mrs. Simon Day is ill and Dr. W. H. Pollard was called Sunday morning. There was a moving picture show in town Wednesday and Thursday night. There was a large attendance and "The Montana Girl" was fine.

ELECTRIC RAILWAY DOWN THE VALLEY

Says the Harrisburg Bulletin: Surveyors are now in the field between this city and Eugene, laying out the proposed electric line from that city to Salem. The route being followed now leads along the river road between Eugene and Junction, and from there no definite plans have been given out. Our people are in hopes that the company may decide to cross the river at or near here, and go north from the city on this side of the river. It has been hinted a number of times that the road would go down the west side of the river from Junction to Corvallis, and

Peculiar to Itself NO TUBERCULOSIS IN THE HERDS OF LOCAL DAIRYMEN

REPORT SENT TO HEALTH BOARD THAT HERDS IN THIS VICINITY WERE INFECTED

STATE DAIRY AND FOOD INSPEC- TOR BAILEY COMES HERE TO MAKE INVESTIGATION—SAYS HE CAN LEARN OF NONE BY IN- QUIRY BUT WILL INVESTIGATE PERSONALLY

State Dairy and Food Commissioner J. W. Bailey arrived in Eugene from Portland last night. He came here at the request of the state board of health, which had received a letter from Eugene stating that the dairy herds in this vicinity were infected with tuberculosis and that the local authorities were unable to cope with it. He made inquiries about the city this morning, but he could learn of no cases as far as the people have been informed. In company with County Health Officer J. W. Harris he drove into the country this afternoon to make an examination of the dairy herds and to ascertain whether or not the report sent to the state health board is true. Mr. Bailey is of the opinion that there is no foundation for the report, and that before he started out this afternoon that the examination of the herds would prove them to be healthy.

DR. OGLESBY'S OFFICE ENTERED BY BURGLAR

Dr. W. W. Oglesby's office was entered by a burglar early last Friday evening and ransacked for valuables, but so far nothing has been missed. His surgical instruments were emptied out of their cases and placed in a pile, appearing as though they were the things coveted. Jack Oglesby, the doctor's brother, seeing a light in the office, thought his brother might not have gone home and went to the door, which was open, but not seeing him returned to the street. This interruption, if such it was, may have frightened the burglar. Word from Eugene toward Portland is to the effect that several surgeries have recently been robbed. There



WU TING FANG.
The shrewd and clever Celestial diplo-
mat who has been appointed Chinese
minister to the United States, a post
in which he previously served for six
years.

may be an organized band of hobos who are building up a trade in surgeon's implements, and are stocking up.—Western Oregon.

NUMBER OF RESIDENCE PROPERTY SALES

The Garrett Real Estate Company has made the following sales of real estate the last two days:
The Jernerson Kilburn residence property at West Fourth and Jefferson streets to Lizette C. Kelsay, recently from Eastern Oregon, for \$1,500; the J. D. McDonald residence property in Fairmont, together with a two-acre tract, to V. Hemenway; the Professor Sheridan residence property on Columbia avenue to J. D. McDonald, who in turn sold it to Mr. Speer, from Walla Walla; the Macrum residence property a block east of the University of Oregon to J. D. McDonald, and the Beebe residence property at West Eighth and Jefferson streets to J. D. McDonald.

OBITUARY OF JOHN W. HOLLIS

John W. Hollis was born in Winchester, Frederick county, Virginia, December 19, 1827, and died October 21, 1907, at the age of 79 years, 10 months and four days. He was married to Barbara A. Shaffer, of Luray, Virginia, on August 5, 1851. He is survived by his wife, three sons, John L. O. B. and Moody M., and three daughters, Mrs. Mary A. Bowers, Mrs. M. E. Brownley and Mrs. A. M. Pitney. Mr. and Mrs. Hollis moved to Missouri in 1860, and to Oregon in 1873, where they have since made their home. Mr. Hollis was a consistent Christian and had been a member of the Humphrey Memorial M. E. church for over nine years.

The funeral services were held at Humphrey Memorial Methodist church at 2:30 p. m. Thursday, October 24, conducted by Rev. D. H. Trimble. The interment was made in the Masonic cemetery.

The funeral of James Billmire at his home on West Eighth street this forenoon was largely attended by his friends and associates. All the draymen in the city ceased work during the forenoon and attended. The floral tributes were many. The remains were laid to rest in I. O. O. F. cemetery.

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BACK TO MINES FOR F. AUG. HEINZE

Helena, Mont., Oct. 24.—Undaunted by his defeat in Wall street, F. Augustus Heinze will return to Montana to renew his fight against the Amalgamated Copper Company. This is the information received in Helena today from New York by Mr. Heinze's friends here, who have kept in close touch with the copper magnate and are authority for the statement that the Montanan will realize several million dollars from his New York holdings with which to begin the fight to recoup his fortune.

Mr. Heinze, it is stated, will go back into the mines and personally direct the operations until he is able to operate on a more extensive scale. According to his friends he is determined to get revenge, and it is known here that his great ambition is to get control of the Amalgamated and to dominate the copper world. He has the reputation of being a good fighter and mining men in this state are anxiously awaiting his return to Montana.

OBITUARY

James Billmire, one of Eugene's best known and most popular draymen, fell dead of apoplexy on East Thirteenth street Tuesday evening, October 22d, shortly after 5 o'clock. He was driving along in his light dray and suddenly fell forward in the vehicle and died before a doctor could appear on the scene.

James Billmire, unmarried, was born March 12, 1861, in Ogle county, Illinois, and lived 46 years, 7 months and 10 days of age. He came to Oregon with his parents in 1873, and lived on a farm until 1894, when they moved to Eugene, where he had been connected with the dray business ever since. He leaves an aged mother, three brothers, G. W., William and Archie, all of Eugene, and four sisters, Mrs. L. A. Coldron and Mrs. William Barger, both of Irving, Mrs. F. S. Sorenson, of Eugene, and Mrs. E. V. Johnson, of Junction.

His sterling character was recognized and appreciated by all who knew him. In 1892 he was soundly converted and united with the Free Methodist church, continuing a consistent member of the same till the disbanding of that local society. He was always in sympathy with the church and its work and aided it in many various ways that came within his province.

Since the passing of the father of the home James had virtually taken his place. He assumed the management and head of the household as though he had always been accustomed to it. He kept the family together. Those who know the life of the home know how close, happy and deep its ties have been. The boys lead a strenuous life, hard and heavy work, but within the home walls there was rest, a sacred enclosure where each meant so much to the other. James was a true brother in deed to the boys and girls and a son to his mother. His constant love was for her. He will be sorely missed in the home, who deplores his sudden death. He was held in high esteem by all who knew him.

The funeral services were conducted by Rev. D. H. Trimble at the house Thursday morning, October 24, at 10 o'clock. The interment was made in the I. O. O. F. cemetery.

Ralston Cox died in Portland recently at the age of 50 years. He came to Oregon about 1879, for awhile residing in Albany, then in Corvallis, where he finally went into business, running a grocery store, and was noted for his advertising schemes. He promoted Corvallis street railroad, afterward taken up, then went to Portland, where he was in the insurance business for a good many years.

MONEY STRINGENCY DOES NOT AFFECT COUNTRY IN GENERAL

New York, Oct. 26.—The clearing house association today authorized the issuance of clearing house certificates.

New York, Oct. 26.—The stock market opened rather quiet at higher prices than last night's close.

London, Oct. 26.—Money on the market continued in good demand with rates firm. Much caution is being exercised, pending the settlement of New York's financial troubles.

PROVIDENCE TROUBLE HAS ALMOST PASSED

Providence, Oct. 26.—The Industrial Trust Company posted notices in its savings and participation departments declaring that the rule requiring ninety days' notice for withdrawal of deposits had been put in operation, but this will not affect checking accounts. Only a few were in line this morning and it is believed that the worst has passed. The clearing house committee is ready to render assistance if called upon.

ALBANY MAY HAVE GAS AND ELECTRIC CARS

Albany, Or., Oct. 23.—A. Welch last evening formally accepted the franchise recently granted him to use



MISS GLADYS VANDERBILT.
Youngest daughter of the late Cornelius Vanderbilt, who inherited \$10,000,000 and will soon marry a rich Hungarian count.

several Albany streets for an electric car line, and announced that work would soon begin. Under the terms of the franchise work must commence on the line within six months and it must be completed within 18 months. The new line will cover the city thoroughly, as well as connect with the Salem-Eugene electric line, for which a survey is now being made.

James Steel, of Portland, state bank examiner, last evening filed formal acceptance with the city council of the franchise recently granted him to erect a gas plant in Albany. Under the terms of the franchise he must begin work within three months and have the plant in operation within one year. Steel promises to furnish gas at a maximum rate of 75 cents a month for 1000 cubic feet, and a minimum of 35 cents a month rental.

MRS. SARAH EVANS HEADS CLUBS AGAIN

Salem, Or., Oct. 24.—After selecting LaGrande as the place for the next convention, to be held some time in October, 1908, and evening officers for the ensuing year, the State Federation of Women's Clubs adjourned sine die at noon today, after one of the most successful meetings ever held. The officers are: President, Mrs. Sarah A. Evans, Portland; re-elected; vice president, Mrs. Perry Raymond, Salem; second vice president, Mrs. E. C. Moore, LaGrande; treasurer, Mrs. M. Fox, Troutdale; corresponding secretary, Mrs. J. B. Hayes, Portland; re-elected; recording secretary, Mrs. Walter Hoge, Forest Grove; auditor, Mrs. George Stafford, Eugene; directors, Mrs. Fobel Adams, Ontario, and Mrs. Mabel Chambers, Cottage Grove. The secretary for the general federation, which will be held in June, and delegates to the same will be chosen by the board of directors this year instead of being elected.

Tokio, Oct. 24.—Reports of the financial situation in New York have created uneasiness on the Tokio bourse, which has been in a depressed condition for several months.

The post card fad in the United States has developed into an industry amounting to \$73,000,000.

done. It is felt, however, that any effort to press gold imports is likely to meet with obstructive measures at London. As an alternative relief the clearing house loan certificates will be issued.

The Trust Company of America opened as usual with about one hundred depositors in line. The company officials declare the run is over. The bankers' pool gave further assurance today that money would be provided for call loans when needed. The Terminal bank of Brooklyn, a small institution, suspended payment today.

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NEVADA BANKS GIVEN RESPIRE BY HOLIDAY

Reno, Oct. 24.—Owing to the general feeling of unrest Governor Sparks has declared today, Friday and Saturday legal holidays, in order that the banks may get their affairs in such shape as to make a failure impossible.