

GROTTJAN'S HELD TO APPEAR BEFORE GRAND JURY

(From Thursday's Daily Guard)

William Grotjan, the crane-tender on a steam shovel on the Southern Pacific grade near Jasper, who was arrested a few days ago, charged with abducting Mae Hills, the thirteen-year old daughter of Mr. and Mrs. William Hills, of that place, was held over to the circuit court in the sum of \$1500 by Judge Bryson of the justice court, after an examination before that official this afternoon. After examining a number of witnesses, but not all that had been subpoenaed, the judge concluded that the evidence was sufficient to hold Grotjan and he made the order binding him over.

Grotjan was defended by Attorney Bill Post and Deputy District Attorney E. O. Potter and J. M. Pipes conducted the prosecution.

The full story was obtained from the wife of a girl, who reluctantly told how "Will" had made her think he loved her, and thus gained her consent to his desires. He endeavored to induce her to go to Portland, where he told her she could secure a position in a hotel. Grotjan, a big laborer, the cause of her downfall, sat during the examination with an indifferent expression on his face, at times laughing at the girl's pathetic story.

The story of her disappearance, as told by the girl, was that she had willfully left the party returning from church last Sunday night, but had done so at Grotjan's request. It seems that some sixteen people went to church together in a big wagon. Before returning home Mrs. Hills had rebuked Grotjan for paying constant attention to her daughter, saying that she was too young. Grotjan, according to the girl, had asked her to come to his house that night. The girl slipped away from the party on the way home, while they were walking across the railroad bridge, and the team was taken across the ford. The girl hid under the bridge, and after the others had gone on, ran to the railroad camp, where her lover lived. Grotjan went out into the night with her, and at 3 o'clock in the morning she returned to the home of her uncle, where the girl asked to be taken in, saying that she did not want to go home before she went away. Grotjan gave her ten dollars. She left her uncle's home and lived a day and a night in hiding, and then came to the night-watchman on the steam shovel, cold and hungry. The watchman, named Adams, gave her part of his lunch and tried to induce her to go home. Grotjan arrived and persuaded her to go with him to her mother, saying he had promised the latter to take her back. The girl started down the track with him reluctantly, and a few moments later the two were overtaken by Deputy Sheriff Callison, who placed the man under arrest and gave the girl to her mother.

The girl told her story with a pale face, apparently not realizing what she had done. Her mother, an elderly lady, was scarcely able to rise from the witness chair, and nearly fainted before reaching her seat. The examination was held behind closed doors, only the officers, witnesses and newspaper reporters, besides the attorneys, being allowed in the court room.

Medford, Jan. 28.—A. Welch, who holds interurban trolley franchises in Grants Pass, Medford and Ashland, has started active engineering work on the valley line. A crew of surveyors is now at work in the field, locating a line from Grants Pass to Medford. A carload of ties has already arrived in Grants Pass and others are enroute to Ashland.

Mr. Welch will arrive in Medford within the next day or two, and is expected at that time to announce his plans. Mr. Welch recently stated that he intended to build the local trolley line without fail.

According to a man high in the confidence of Mr. Welch, work will be started in Grants Pass, Medford and Ashland at the same time, so that when the interurban lines are completed the systems within the counties will have already been completed.

Additional shipments of supplies are expected to arrive in Medford within the next few days.

DIXON-GLAFKE COMPANY WILL HAVE MUCH MORE ROOM

Entire Lower Floor of Fred Chambers' Block on Olive Street to Be Occupied

The Dixon-Glafke company, the recently established branch of the Glafke wholesale house at Portland, has found it necessary to increase its floor space, and has secured the whole of the ground floor of the Fred Chambers building on Olive street. The two other rooms which the company has secured were occupied by an incubator supply office and a school supply house. The grocery firm takes possession at once. The increase of business that greeted this new wholesale house has more than reached the expectations of the firm. Although they have been established but a few weeks, their business has quickly outgrown not only their present floor space, but their office and warehouse help. The floor of the building which they will now occupy is 160x80 feet, giving them 18,000 square feet.

For the present the office rooms of the company will remain on the north side of the building, but the company will soon remodel the interior, placing the suite of offices on the south side near the alley, where light and other details are better. The extent of the business which the company is doing here is shown by the fact that their traveling salesman, S. C. Dalton, covers an area bounded by Grants Pass on the south and Albany on the north.

WELCH STARTS HIS SURVEY ON ROGUE RIVER TROLLEY LINE

Begins Work South from Grants Pass Toward Medford and Ashland

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New York Dramatic Letter

Henry Miller has entered the third week of his season at the Bijou theatre in "The Havoc." The familiar triangle is present in the play, but by making the husband and his wife change places, and developing the consequences, the author has constructed an arraignment of divorce.

(By William S. Brewer.)

New York, Jan. 28.—Mr. Edmund Byrne, as paradoxical as it may seem, is proving a very attractive rival at the Garrick theatre, where he has the leading role in "The Scarecrow." The first act is an especially fine one and invariably gets a grip upon the audience that is retained until the curtain goes down in the last final scene. The play is one of symbolism and the author is Corey Mackave. Alford and Frank Reich are excellent supports for Mr. Breese.

Blanche Bates has lost none of her popularity since she assumed the comedy part, which dominates "Nobody's Widow" at the Hudson theatre. Her performance in the lighter role gives her new evidence of her versatility.

Elsie Janis in Charles Dillingham's new musical comedy production, "The Slim Princess," continues her merry reign at the Globe Theatre. "The Slim Princess" has established a very popular court with Joseph Charles as her chief jesting. It is a professional joke that Miss Janis, "The Slim Princess" has the "fattest" role of her career. Incidentally she does a few imitations, including one of Bernhardt.

W. J. Scharen Wants Money Back Which He Paid—Order Off Land

W. J. Scharen has begun suit in the circuit court against Michael Stuber, James and J. Sire Green, to recover \$300 damages, on account of alleged breach of contract to sell him a certain piece of timber land. The plaintiff alleges that on November 5, 1910, he paid Stuber \$425 down on 97 acres and began the erection of a sawmill thereon with which to cut the timber into lumber. He alleges that he was ordered to take his mill off the property and was informed that he could cut none of the timber. Later, it is alleged, J. W. Wagers caused the land to be sold to J. Sire Green, and a warranty deed has been given him for the property. The plaintiff seeks to recover the \$425 paid to Stuber, also \$375 profits which he alleges he could have made in that time with his mill in cutting lumber, amounting to a total of \$800. W. G. Martin is attorney for the plaintiff.

NEWS OF COTTAGE GROVE AND SOUTHERN LANE

J. I. Jones has gone to San Francisco on business connected with the equipment of his Disson saw mill. D. W. Cox of Klamath Falls, has bought the Arcade theatre from Chas. Hall and will take possession February 1. Mr. Hall has left on hand a complete moving picture outfit not in use here, which he will establish in some other good Oregon town.

H. H. Veatch has gone to Portland to attend the annual meeting of the Hardware men's association. W. E. Lundy and wife of Myrtle Point will also attend this meeting and visit Cottage Grove relatives on their way home arriving here about Friday.

John B. Perkins, an early Oregon pioneer, died at Haines, Or., on Tuesday night. The funeral services were held at the Presbyterian church at 7:30 o'clock Friday. Mr. Perkins was 75 years old and unmarried. He was born in Kentucky, from where he moved to Missouri in 1850, and came to Oregon in 1882, residing a portion of the time since at Cottage Grove, where he has two sisters, Mrs. J. P. Currin and Mrs. S. A. Wynne. Two brothers reside at Baker City. They are E. P. and W. B. Pergins. Interment took place at Shield's cemetery, near the grave of a younger brother.—Leader.

MEXICAN ROBBERY RESULTED IN TWO DEATHS

El Paso, Tex., Jan. 26.—As a result of robbers looting the stores of San Marcos and San Pedro, near Torreon, state of Durango, two men were killed yesterday.

The robbers started off with \$7,000 worth of merchandise, and a posse pursued the robbers, numbering fifty. The pursuers killed an innocent man, and the man who killed him was turned on by his companions and killed.

The posse pursued the robbers no further.

The theme around which he has woven his story is unique. He has introduced as a central character a fawn, the rod of the shepherd, the fawn wandering into London society where he meets and mingles with all classes, endeavors to reform them all and causes trouble by his blunt and outspoken comment. He straightens out things in the end, however, a hopelessly entangled love story being included among the difficulties.

At the Lyric theatre Paul Armstrong and Wilson Mizner's drama of the New York underworld, "The Deep Purple," is on view. Richard Bennett, Jameson Lee Finney, W. J. Ferguson, Emmett Corrigan, Ada Dwyer, and Catherine Calvert head a splendid cast.

"The Gamblers" continues its very successful run at Maxine Elliott's theatre. Charles Klein's gripping drama of bank manipulation stands well at the head of this season's serious plays and will undoubtedly remain for several months.

The repertoire at the New Theatre this week includes "Vanity Fair," "Sister Beatrice" and "Don." The management of the new Theatre has received many letters of commendation for inviting Miss Marie Tempest to appear as guest artist in special productions of "Vanity Fair."

Ethel Barrymore has entered on her fourth week in Pinero's delightful comedy, "Trelawney of the Wells," at the Empire Theatre. The play is perhaps Pinero's greatest, and it is well acted. Miss Barrymore is supported by a distinguished company of players.

At the Week End

The treat of the winter so far, theatrically, was the appearance of Mary Manning in "A Man's World." It is a clever and entertaining play, but is the ending consistent?

It was consistent in development of all the characters except that of Gaskell. In the others, in one way or another, notwithstanding ambition and Bohemianism, natural instincts triumphed. But what of Gaskell? Was there ever a man who loved a woman and offered adoration before the altar of her purity who did not feel himself unworthy? Who did not wish in bitterness of heart that he might offer her a life of equal purity? To see a man who pretends to feel the purifying flame of love refuse to respond to the universally co-existent emotions is to see him lose the most appealing characteristic of the lover. When he is not only this, but in the face of his nameless son declares that he has done no wrong, he steps beyond the pale of normal sympathy.

The visit of the legislators and their wives and friends was the event of the week. They were shown every courtesy by Eugene and by the State University. The weather conspired to spoil some hospitable plans, but since so much of the day was spent in dining it mattered little. The feasts were worthy of consideration and in no way resembled the Hidalgo's dinner of very little meat and a great deal of table cloth. It is true there were yards of tablecloth, also of carnations, candles and silver, but all of these served simply as charming accessories to the lavish

GRIFFIN OF EUGENE IS PRESIDENT OF HARDWARE MEN

Portland, Jan. 26.—Election of officers marked the opening of the afternoon session yesterday of the Oregon Retail Hardware and Implement Dealers' association. G. W. Griffin of Eugene was elected president; E. F. Willis of Banks, vice president, and C. S. Stockwell of Portland, treasurer. H. H. Veatch of Cottage Grove was elected to the executive board for three years.

The appointment of committees, most important of which will be that on resolutions, is being made this afternoon. Following this will be addresses of S. R. Miles of Mason City, Iowa, ex-president of the National Retail Hardware Dealers' association, and other men prominent among the retail hardware dealers.

The convention went into session yesterday afternoon and heard reports of the various officers and committees, all indicating peace and harmony, both among the retailers and between the retailers and the jobbers. Last year the two factions had a few homes to pick, but this year there seems to be nothing to irritate and things are moving along very quietly. Secretary Altone for the retail hardware and implement dealers all through the state.

Opposition to the parcels post movement will be voiced again it is supposed.

Tomorrow evening the visitors will be guests of the jobbers in Portland Commercial club, and Friday afternoon the convention will adjourn after having selected the next place of meeting.

The fact that only afternoon sessions are held gives the visitors opportunity to call on their friends, the jobbers.

The executive committee elects the secretary, who is now Henry T. Altone.

COMMISSION HAS POWER TO LOWER RAILROAD RATES

Portland, Jan. 28.—An important victory for the regulation of railroad rates by the state commissions was won in the United States circuit court yesterday, when Judges Gilbert, Wolverson and Bean delivered an opinion refusing to grant a permanent injunction prayed for by the Southern Pacific Co. restraining the state railroad commission from placing an injunction on the grounds that the new rates were confiscatory, that the railroad commission had exceeded its authority in granting them and that inasmuch as they must affect the through rates on interstate traffic, they were an infringement of the national government's rights, the state commission being given no authority over interstate commerce.

Judge Wolverson, who was then sitting in the circuit court, signed a temporary injunction prohibiting the commission from placing the proposed rates in effect until a final hearing should be had. The company gave bonds of \$50,000 to protect the shippers and repay them for money collected in excess of the proposed rates should the injunction not be sustained.

The application for the restraining order was finally argued before Judges Gilbert, Wolverson and Bean, sitting en banc, early in January.

WASHINGTON TO EXCLUDE JAPS

Olympia, Jan. 26.—The senate today passed a resolution memorializing congress to restrict Japanese immigration.

One might imagine that when a University of certain gaudy a function would take on the form of a feast of reason and a flow of soul. On the contrary, while we become most solicitous over the crispness of the viands to be served, we feel no compunction in bringing out some stale old crust of thinking for the consideration of the guests. It is to the intellect, of course, that we appear ever while apparently offering gastronomic sacrifices. Guests know that we are appealing to the intellect when they are given much more than they can enjoy eating. It is like placing food on the graves of the dead. The superfluous food at banquets is for the purpose of sustaining the mind in its labors.

It is not that we fear that our guests are suffering the pangs of starvation when we hurry them from one eating place to another. It means merely that we must satisfy the instincts of hospitality. I believe that it was Emerson who said that as it is always pleasing to see a man eat bread or drink water, in the house or out of doors, so it is always a great satisfaction to supply these first wants. Since eating and giving to eat symbolize the highest form of courtesy, the manner of eating becomes one of the fine arts. I have a haunting recollection that Emerson once said another thing that, taken in connection with the recent dining of legislators, is not so soothing. It was to the effect that it is difficult to forgive a giver, and that the hand that feeds is always in some danger of being bitten.

DECORATIONS FOR THE INNER MAN

The bodice is out in one piece with the sleeves, reflecting the popular kimona effect and here again the bands of orange velvet appear, there being two rows running up to the neckline at the front, but down to meet the girdle at the back, suggesting a row of puffing. Suggestive decorations, one might call them, for want of a better term, are played an important part in the ornamental scheme of spring and summer modes. After all bands and stitchings of various kinds are capable of more infinite variety of treatment than any other decorations, and their effectiveness is unquestioned. When they can not be applied in the literal sense, then ingenious dressmakers simulate them with such fine trimmings as pin souches, silk veining, etc., with an effect quite as desirable as the bands themselves. This also holds good in the case of puffings, for it is an easy matter to group rows of braid or narrow bands of silk and velvet to give them the appearance of independent applications of puffing.

In addition to the shirring of the afternoon frock in question has the round neck filled in with a gumpe of bebe crochet and undersleeves of the same handwork, stitched upon a bankground of sheerest linen. There

RURAL MAIL CARRIERS REJOICE AT NEWS OF ADVANCE IN SALARY

Stipend Raised to Thousand Dollars a Year—Formerly \$72 and \$75 Month

The rural mail carriers out of Eugene are rejoicing at the news contained in the Associated Press dispatch in The Guard a few days ago announcing an advance in their salaries to \$1000 a year.

Heretofore the rural carriers have received a salary of \$72 and \$75 a month, or about \$900 a year. Out of this magnificent (?) stipend he was supposed to provide himself with a horse and feed the animal as well as himself. With hay at \$12 to \$15 per ton and feed soaring to the skies, it can readily be seen that the man who brings the remote farmer in touch with civilization and delivers to the humblest farmer his daily paper, has but small chance to get into the Rockefeller class.

The increase comes as the result of a campaign which has been vigorously waged for several years. Not only the carriers were entered in the fight, but postmasters and the officials gave their assistance. It has been extremely difficult to secure and keep the men best suited for this work because of the low salary attached to the position of rural free delivery carrier.

TARIFFS REDUCED BY NEW TREATY WITH CANADA

Washington, Jan. 26.—The terms of the new reciprocity treaty between the United States and Canada was made public simultaneously today at Washington and Ottawa. President Taft sent it to congress with an extensive message, urging its confirmation.

The state department gave out a summary of the tariff changes provided for as follows:

Reciprocity on the leading food products, such as wheat and other grains, dairy products, fresh fruits, vegetables, fish of all kinds, eggs, poultry, cattle, sheep and other live animals, also certain commodities, now free in one country, are to be made free by the other, such as cotton seed oil by Canada and rough lumber by the United States. Tin and tin plates, now dutiable, are made mutually free.

Printing paper becomes free on the removal of all restrictions on the exportation of pulp wood.

Canada reduces coal to 41 cents a ton and cement to 11 cents per hundred pounds, and the United States lowers the rates on dressed lumber.

FADS AND FASHIONS

New York, Jan. 28.—One would hardly imagine that shirred effects would be popular with the modes as so clinging in effect, but they are. Lines are never too attenuated to reject shirring as a consort. The amalgamation is always congenial, for the fashionable materials are so sheer and soft that even seven rows of the trimming add nothing to their bulk.

Then there is no trimming more self-sufficient than is shirring. Appropriate alike for dress and bodice, yoke or sleeves, it is quite independent of any aide, unless one really wishes to add more than one form of ornamentation to a frock. With mid-summer in our midst, so far as the display of smart fabrics is concerned, there are several smart models just from Paris that ring in shirring as their chief decorative scheme.

A notable design, notable for its simplicity as well as its chic—comes from one of the fashionable French resorts. It is an afternoon dress of delicate lemon colored cotton cloth built over changeable taffetas, the foundation a deep orange and a pale pink in its color scheme. The skirt is narrow, but there is a suggestion of gauging about the waistline—slightly above normal. At the knees there is a deep flounce, shirred onto the upper part with a heading of double French net. The stitching of the shirring is designed by narrow folds of burnt orange velvet, which affords a striking touch of contrast to the combination of colors. In fact one of the distinguishing features of the model is the color scheme.

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O'BRIEN SAYS NO CAR SHOPS FOR SPRINGFIELD

General Manager J. P. O'Brien, of the S. P. lines in Oregon, denies that extensive improvements are to be made in the yards at Springfield, but confirms The Guard's story of recent date that the roadbed between Natron and Springfield Junction is to be improved to conform to the heavy construction that characterizes the new road above Natron. This morning's Oregonian says:

Surveys have been completed and arrangements have been made for a reconstruction of the Southern Pacific's line between Natron and Springfield, and people of Springfield take this as a positive fore-runner of the abandonment of the railroad officials that the company's shops and yards, to be utilized when the Natron-Klamath cut-off is completed, probably one year hence, will be constructed there.

The company owns 60 acres at Springfield, which it has never shown a disposition to use, but with the recent activity in connection with reconstruction work rumors have been afloat that this property is to become the site for an immense yard and large roundhouse, repair shops and division offices. Springfield citizens already are picturing themselves two years from now as the inhabitants of a great railroad center.

Only a Rumor

While explaining that the company intends to reconstruct the road between Natron and Springfield in order to make it conform with the high trackage that will be placed on the new main line between Klamath and Natron, J. P. O'Brien, general manager of the Southern Pacific in Portland, denied yesterday that the plans include extensive improvements at Springfield.

"That is only a rumor," he declared, "and has no foundation whatever. Our present line is to be reconstructed so that it will be up to the standard of the rest of the main line. We have made surveys of the route, but have not arranged to do any work further than that required to complete this piece of track in time to have it in operation when the new road between Klamath and Natron is completed."

Natron Line Progresses

Work on the new Southern Pacific main line south of Natron is progressing. It is expected that the present contracts will be completed before July 1, as will those for the construction of the new line from the Klamath end. The gap between the two points is now less than 100 miles wide. The present contracts call for the construction of about one-half the entire distance of 143 miles. As soon as these tasks are completed, it is probable that the construction of the remainder of the line will be authorized. The gap will require less time in building than the two end sections. Residents of Klamath Falls and some of the contractors figure that the new road can be ready for use as early as January 1, 1912.

With the completion of this trackage the Southern Pacific will inaugurate its new 22-hour train service between Portland and San Francisco, cutting down the running time of the present service four hours.

There are so many silk muslins of inexpensive design and in splendid colorings that it is unnecessary to suggest to the woman accustomed to contriving the possibilities of reproducing silk in materials and trimmings within the scope of her dress allowance.

Black, which has been in demand for house frocks for functional uses, is "coming back" for street wear, handsome satin and silk finished cloths in black being employed for simple street frocks for morning and afternoon. There seems to be a general tendency toward gauging, or a suggestion of fullness of some sort about the waistline of many spring dresses. This note is struck again in a chic design in cachemire de soie, having the skirt made with a tunic which droops in a directoire point at one side and trimmed otherwise only with an ecru guimpe of hand-brodered tulle.

Among the inexpensive cotton charm of design and coloring is an albigator as among the more expensive stuffs. Much is done with the soft yellow or buff tones combined with white, which came to the front last season and are not only chic for spring wear, but look cool for summer even when the fabric has a little wool interwoven with silk and linen. The designers have shown a great liking for bordure arrangements with a band of plain colors, often black, next to the selvage, with flowered or other fanciful border above, and some especially charming things of this character are white chiffons or sheer silky cottons with black border, and above are some silks woven in livelike Oriental tones, marvellously blended, but not in what we have been accustomed to call Persian designs.

Many of the new foulards show narrow borders, as did the late season foulards last summer, and there are some foulards and crepe like woven silks woven in designs of 42-inch squares with the border running around the whole square, which are stunning in color and design, but would drive an ordinary dressmaker into green and yellow melancholy, such puzzling problems do they present. Embroidered white siluses or those of white sprigs of delicate color and narrowly bordered in a floral design of the

ASYLUM WILL BE INVESTIGATED AT ONCE

Guard Special Service.

Salem, Jan. 26.—The senate today adopted a resolution appointing a committee to investigate the insane asylum management, after an attempt was made to postpone the investigation until after the session adjourns. The probe begins immediately.

The house passed a bill prohibiting white slavery, and engaged in a discussion over the discharge of two women clerks.

The senate passed the highway commission bill this afternoon by 16 votes, despite the opposition from Eastern Oregon.

The senate committee of the whole is now considering the use of convicts on the roads.

Railroad Notes

During the first week of this month the Atchison, Topeka & Santa Fe hauled nearly a thousand more loaded car than during the corresponding week of 1910.

New York Central lines handled 1,812,793 loaded cars during the last month, an increase of 111,897 more than in the same period a year ago, and other business also showed an increase.

Gross earnings of all the railroads of the country for last month show a big increase over December, 1909 the total amounting to \$39,583,047 which is a gain of over seven per cent.

Passenger traffic officials of the Illinois Central and other western railroads say that the holiday traffic has not fallen off as a result of the refusal to grant special holiday rates.

It is alleged that the Pennsylvania, which has for some time had control of the Norfolk & Western, through ownership of a majority of its stock, has increased its holdings in that road by \$5,000,000.

Proxies are being sent out in the interests of the present management preliminary to the annual meeting of the stockholders of the road, but Central, which will be held in Baltimore on the twenty-third of next month.

Charles E. Page, first vice-president of the Pennsylvania, will retire this year, having reached the age limit of the service, as well as the general counsel, George V. Massey, who is soon due to be "olierized" under the age-limit rule.

In line with the plan recently authorized to make a \$25,000,000 refunding mortgage and take up all underlying bonds, all of the first mortgage bonds of the Central New England Railways have been called for redemption at 105 and interest next week.

That commutation tickets should be sold at equal rates for equal distances, not only upon the road, but upon all of them, is the opinion of the Massachusetts railroad commission, which is taking steps to bring this reform about without additional legislation.

The next bond issue of the Pennsylvania will be \$10,000,000.

The Southern announces that no such change in policy as withdrawal of ticket collectors is contemplated.

The Lehigh Valley is installing telephones by which trains will be despatched over three fifths of the distance from New York to Buffalo.

President Winchell of the Frisco system has established what he calls a school for officials, especially those in the traffic department, and shippers, its object being to promote more congenial relations and a better understanding, which will contribute to its success.

The land and industrial department of the Southern and Mobile & Great Northern Railroad companies, seeking the forfeiture of their charters, are in the North and West. The agricultural and forest resources of Mississippi and the opportunities in general farming, stock raising, etc., are exhaustively treated.

The state of Texas has brought suit against the Missouri, Kansas & Texas and the International and Great Northern Railroad companies, seeking the forfeiture of their charters. The suits are based on the Insolvent Corporation act, enacted by the legislature in 1906. It is asserted that these are simply fore-runners of similar suits to be instituted against fifty other railway companies operating in the state of Texas.

The Supreme court of Georgia has rendered a decision sustaining the constitutionality of the state law passed in 1908 requiring the railroads to equip all of their locomotives with electric headlights. It was given in a test case, the Atlantic coast line having refused to obey the law, and upon conviction of its violation was fined \$250.

The latest publication of the Western Pacific passenger department is a 20-page folder entitled, "Where's Where and How to Get There." It gives full information as to tickets, baggage checks, side trips, coast lines, the Pacific steamship Company, the new line which is to operate in connection with the Western Pacific, the connections via Denver with the Denver Rio Grande, etc. In short the traveler preparing for a journey across the American continent, will find the folder invaluable, and the matter it contains, gives just what is wanted.

Some delicate color are among the prettiest of the bordered cotton, and there are delightful striped batistes with similar narrow borders.