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P. B. Gravely Tobacco Company Danville, Virginia

ANGLO-BELGIAN DRIVE IN FLANDERS SERIOUS MENACE TO HUN BASES

(Continued from page one)

man batteries on another ridge only 600 yards away. There the opposing artillery blazed away at each other until the enemy guns were entirely silenced. The Belgians have taken Dixmude, following street fighting which centered about the town. Four fresh divisions are reported to have reinforced the Germans opposite the Belgians, including the 100th regiment, which sacked Dixmude early in the war.

All enemy guns in Houthulst forest were captured, bringing the total taken by the Belgians up to more than 300. The British have taken about 100. Unit Advances Seven Miles One British division advanced 12,000 yards (about seven miles) in one day. The British are well east of Moorslede (four miles southwest of Roulers) and hold Terhand. A British general entered Cheloveit, astride a captured German pony.

The fighting to the southward from north of Cambrai to St. Quentin is bearing out the expectations that the Germans would fight for every foot of their strong defenses.

For the past several days, the enemy has resisted every effort to completely clear him out.

The Boches always reappeared at some unsuspected point, leading to the theory that they were in tunnels from the main line.

For their success in capturing Bellouart, the Americans paid much less than they expected in the form of casualties. The number of wounded proving to be slight, was one of the satisfactory features of the fighting.

Alsace-Vosle Drive Resumed. Paris, Oct. 1.—French forces have resumed their advance between the Alsace and the Vosle, the French war office announced today.

On the Champagne, more than 13,000 prisoners and 300 guns have been taken since September 2.

"Between the Alsace and the Vosle our progress has been continued," the statement continued.

"Since September 26, more than 13,000 prisoners and 300 guns have been captured between the Sappe and the Argonne."

The new attack reported in the above despatch apparently is an effort to straighten out the salient which remained immediately west of Rheims, following the elimination of the Marne pocket. Between Rheims and the Oise and Alsace canal, north of Vailly, the French still have an average of six miles to go, on a front of nearly 25 miles to reach the positions held by the Germans before the enemy's first Marne drive began.

British Drive On London, Oct. 1.—Fighting was resumed on the Cambrai-St. Quentin front this morning, Field Marshal Haig announced. The Germans have set fire to Cambrai.

The British have captured Leveghes (five miles north and slightly east of St. Quentin).

"English and Canadian troops, closing in on Cambrai yesterday, captured Provins (a mile south of the city) and Til-

loy (a mile north of the city) despite strong hostile resistance," the statement said.

"Cambrai has been set afire by the enemy."

"This morning fighting re-commenced north of St. Quentin and in the Cambrai sector."

"North of St. Quentin the attack continued yesterday afternoon. We captured Leveghes after sharp fighting in the neighborhood of the village. To the north we made progress toward Joncourt (two miles north of Leveghes) and gained Vendhuile (a mile west of La Catelet)."

87 Hun Planes Downed London, Oct. 1.—British air forces have carried out a long reconnaissance flight over Heligoland light, the German naval base, it was reported today in official statements dealing with land and sea operations of the aviators.

French and British flyers brought down 87 planes in addition to setting fire to a number of observation balloons, it was announced.

"The royal air force in conjunction with the navy, is cooperating in the Belgian offensive," said the British statement.

"During the period between September 23 and 27 enemy destroyers were bombed by our air forces, and we attacked with machine guns and bombs Zebrugge, Ostend and Bruges. Air-dromes in the vicinity of Ghent were also bombed. Twelve hostile machines were destroyed and 14 driven down out of control. Ten of ours are missing. In Heligoland light, a long reconnaissance was carried out."

British Loss 19 Field Marshal Haig's aviation report said:

"Yesterday 15 balloons were brought down in flames and many more were compelled to descend. Twenty-seven hostile machines were brought down and nine were driven down out of control. Nineteen of our machines are missing. Thirty-six tons of bombs were dropped."

Misty weather and low clouds prevented extensive operations Sunday, said the Paris communique. The statement also declared:

"In the course of fighting in which ascendancy was maintained by the French, we brought down 25 hostile machines and set fire to two captive balloons. Our bombing squadrons dropped 26 tons of projectiles on enemy convoys."

Belgians Report Progress Havre, France, Sept. 30.—(Delayed)—"Despite torrential rains Sunday night, we, with the French co-operating, continued our progress, capturing Amersveld, Staden and Oostnieuwkerke."

"We passed many points on the roads from Zarrren to Roulers, and from Roulers to Menin. We took considerable booty. Our aviators continued harassing the enemy with bombs and machine gun fire. Saturday two German balloons were brought down in flames."

Serbian Take Prisoners. London, Oct. 1.—"After heavy fighting we have taken the important points at Chirvici and Grditske on the northern edge of the Orshopolje," the Serbian war office announced in the official communique received here today.

"We captured four guns, enormous war

FURTHER RETREAT OF ENEMY ON WEST FRONT LOOKED FOR

Military Experts Believe Hun Grip on Present Line of Defenses Rapidly Weakening and Will Soon Break.

By CARL D. GROOT (United Press Staff Correspondent)

Washington, Oct. 1.—The boche soon must retire to a new line.

Military men declared today that the incessant hammering by the American-entente forces is compelling him to loosen his grip on his present lines, and that his retirement is likely to be further to the east than at first anticipated.

The so-called Lille line is impossible, because at its northern end it is under allied fire. Hence, it is likely that the line will run from points further east in Belgium, down to the Metz strathhold.

Authorities are at a loss to explain why Italy is not the scene of an allied offensive. Many would like to see Foch strike in Italy to complete the ring of battle about the Teutons.

They do not criticize, however, for they have implicit faith in Foch's judgment.

Balkan developments are being closely observed. The reported arrival of German troops at Sofia is not taken as vital importance.

Bulgaria is considered hors du combat and German aid too late to be of material benefit. Military men firmly expect to see Turkey follow suit. If that happens a clean-up campaign in the near east will be greatly facilitated.

Incidentally military men are pointing out that it would be the height of folly for this nation to relax in the least on the theory that "it is nearly over."

AMERICANS HOLD HUN TRENCHES

(Continued from page one)

had sprung up in great numbers, preventing the Americans from going right through.

The uncanny appearance of the boches is explained through the discovery of a system of underground tunnel passages, feeding the territory between Gillemout farm (two miles west of La Catelet) and the trenches of the Hindenburg first line.

New Yorkers Trapped. The New Yorkers, keeping pace with the troops from Tennessee and the Carolinas, failed to discover the traps, but the Australians waded directly into them. The Australians first thought the Americans had been cut off and fought coolly, under the incentive of rescuing their Yank comrades.

Germans from the crack eighth and fifty-fourth divisions continued pouring in from the left, giving the Australians one of the stiffest fights of their crowded careers.

In the meantime the New Yorkers held tightly to their principal objective and the objective and the boches were unable to repair the breach in their line.

Australians Mop Up. When the New Yorkers were delayed by the nature of the resistance which was developing, the southerners realigned themselves, making the whole advanced front safe.

The southerners then deliberately mopped up the whole great tunnel.

The first Germans showing themselves at the entrance were ordered to instruct the others to come out. The bag numbered more than 200.

Investigation revealed that water running through the tunnel floated barges of every description. These were used as billets, offices, ammunition storehouses and one even had a movie machine rigged up in it. The barges extending inward half a mile to a point where the tunnel is 150 feet below the surface.

By FRANK J. TAYLOR (United Press Staff Correspondent)

With the Americans West of Verdun, Oct. 1.—The Germans are frantically rushing reinforcements into the Argonne region in an effort to block the American advance.

The enemy apparently is determined to make a permanent stand on its present line, rather than fall back to Brunhilde Stellung defenses. Intense fighting continues, with American infantry and artillery on the aggressive.

Heavy German counter attacks are slightly delaying the American advance. Their infantry in attacking, are armed almost wholly with light machine guns. Their artillery is increasingly active and is using great quantities of gas.

Where these counter attacks occur, the doughboys retire from their outermost positions, giving our artillery an opportunity to break up the boche formation and blast out their machine gun nests. Many of our field guns are so near the front lines that they are able to fire point blank at the enemy. The guns farther to the rear are employed for barrages and strafing the enemy rear areas.

The weather turned colder and clearer over night, facilitating the fighting.

Missouri and Pennsylvania troops encountered stiff fighting shortly after noon yesterday. The Germans threw in material and prisoners.

"Inhabitants say that Bulgarian soldiers killed officers who tried to desert from fighting."

In the region of Kerevosto there was heavy fighting, with the enemy retreating from Plajackayita mountain. Part of his forces were thrown back eastward. Another part was cut off and forced to retire northward.

a fresh division from the Metz region in addition to the usual resistance.

The Missourians, who were pushing over the crest of the hills north of Exermont, ran into overwhelming numbers of the enemy, forcing them to withdraw their advanced line slightly, enabling the artillery to lay down a barrage.

In the meantime, the Pennsylvanians, flanking the Germans from the right, attacked eastward, inflicting great losses on the boches. The Missourians and some Kansas troops co-operating, attacked again. The battle raged until six p. m., when the Americans regained their original positions.

Bombing squadrons attacked Grandpre and Maraco successfully during the afternoon.

By FRED S. FERGUSON (United Press Staff Correspondent)

With the Americans West of Verdun, Sept. 30.—(Night)—In heavy fighting throughout today, the infantry was forced to operate virtually alone, because heavy rains prevented aerial observations for the artillery.

Toward evening, however, the weather suddenly cleared. Airplanes hurried over the German lines, signalling back to the gunners, who cut loose in a way that indicated they were determined to make up for lost time. Bombing squadrons identified the artillery by showering explosives on enemy concentrations. At least half a dozen new boche divisions have appeared in the fighting, including guards, Bavarians and Landwehr. The Pennsylvanians and Missouri troops again bore the brunt of the counter attacks.

Weather Hinders Action. The miserable weather, the open nature of the fighting and the difficult terrain are calling up all the resourcefulness of the Americans. Regiments, battalions, companies and even platoons became separated in the rain and fog. Often the fighting is carried on by mere groups. Despite the bad ground, the tanks continue in adding to clean up machine gun nests.

Progress is slow, but sure. Patrols moving forward in the Briceilles region report heavy machine gun defenses being established along the Kriethelde and Stelling lines. It is obvious that the Germans intend to make the most desperate resistance in defense of their vital combination in this region.

ISOLATION OF TURKEY IS PLAN OF ALLIED ARMS

(Continued from page one)

za and Odessa. Cutting off of these ports will leave Turkey absolutely unsupported.

Sultan's Grip Slackens. Political developments in Turkey may force her out of the war earlier. Enver Pasha's grip on his cracking empire is loosening. The new sultan is reported to be anti-German and in his earlier days was regarded as Francophile.

Internal conditions are desperate, according to reports here.

Food prices have risen nearly two thousand per cent. Starvation, massacre and disease have wiped out more Turks than allied bullets. Graft has drained the treasury.

Turkey would have revolted against Germany before this, diplomats believe, but all revolutionary leaders have been killed as fast as they appeared. Younger army officers are restive, it is understood. Talat Pasha, the grand vizier, jealous of Enver's usurpation of authority, may intrigue with the new sultan, who is ambitious to rule his own country and force the strongly pro-German Enver out. Reports reaching here today told of renewed riots in Constantinople, as the news of Bulgaria's collapse traveled by word of mouth. Strict censorship is in effect there now.

Complete anarchy is raging in Sofia, official cables from Athens stated today.

Mallinoff in Control. Mallinoff is in absolute control of Bulgaria's foreign policy, it is stated authoritatively. Affairs have been completely taken out of Ferdinand's hands. Democratic agitation in Bulgaria is increasing daily. The influence of Russia, before the Bolsheviks came into power, has already started seething among the masses and is now beginning to bear fruit.

Turkey is believed to be awaiting the result of the German expedition to Sofia before making a definite peace move. (As soon as it is clear that Germany can not regain Bulgaria, Turkey is expected to appeal for the good offices of the United States in getting her out of the war.)

General Allenby's spectacular advance in Palestine has invoked frantic appeals from Constantinople to Berlin for aid, but little can be offered now with Foch hammering in the west. The Black Sea fleet has been partially destroyed and may soon be seized by an allied entrance through the Dardanelles and then no arms can move across. Isolated Turkey will be out of shells in six weeks, some observers here declare.

Armenians, subject Greeks, Jews and Arabs, held down by Turkey, are burying differences and forming a coalition to oppose Turkey. They will use their influence to give in to the allies, according to information here.

Turkey is angry at Germany for sponsoring the Georgian republic in the Caucasus, which controls the Baku oil country. Turkey will try again to bring this wealthy district under her domination and force the world to pay tribute, diplomats believe.

Ferdinand Leaves Bulgaria. Copenhagen, Oct. 1.—King Ferdinand of Bulgaria has arrived at Essenthal Castle, outside Vienna, according to the Frankfurter Zeitung.

Riots are reported in Constantinople. This is the first news that Ferdinand has again left Bulgaria. It may mean that the reported revolutionary movement in his country is gaining ground. This summer he spent several weeks in Germany and Austria-Hungary and was said to be suffering from a nervous breakdown.

Obviously the above communique refers to fighting which occurred before the official cessation of hostilities yesterday.

By WEBB MILLER (United Press Staff Correspondent)

Paris, Oct. 1.—Effects of the Bulgari-

an armistice upon Austria and Turkey will probably soon be noticeable. The widest possibilities are opened by the elimination of Bulgaria.

The haste with which Bulgaria signed the convention indicated the nation's readiness to concede every allied demand. Considering Bulgaria's past record, the allies were in no mood to let her off on easy terms. They demanded every concession consistent with justice.

Announcement of Bulgaria's downfall caused a wild outburst of jubilation on the Paris bourse.

The United Press learned authoritatively that at present there will be no separate peace with Bulgaria and no political decisions affecting that country's future will be taken. Only military measures follow the signing of the armistice.

"The Bulgarians are beaten. That explains and clarifies the situation at present," one authority stated.

Ferdinand's Fate Unknown. The victorious advance of the allies toward Uskub led the Bulgarians to throw down their arms with such sudden fervor. Before hostilities ceased yesterday noon, even German reinforcements were unable to prevent capture of many boche prisoners and immense booty.

The main terms which Bulgaria accepted include: Demobilization of her armies. Immediate evacuation of Greece and Serbia.

Surrender of all transportation, as well as the right of way through Bulgaria for development of military operations.

The allies have the right of occupation of all strategic points of importance. Military occupation of Bulgaria to be entrusted to the Italians, British and French; the evacuated parts of Greece to the Greeks and the evacuated parts of Serbia to the Serbians.

No reference is made to the fate of King Ferdinand, this being regarded as purely an internal political affair.

CLAIMS ALLOWED BY COUNTY COURT

Arthur Wickwire, roadwork	120.55
C. H. Richards, foreman	132.73
G. G. Warner, timekeeper	49.08
Scott Gillespie, roadwork	110.83
Chas. Elliott, roadwork	134.75
I. M. Johnson, roadwork	41.02
R. E. Freer, roadwork	26.42
H. S. Banta, roadwork	101.02
E. T. Barnes, roadwork	96.55
Andrew Wilson, roadwork	100.35
Peter F. Peterson, roadwork	77.40
Lars Sorenson, roadwork	103.24
Wm. Tucker, roadwork	101.73
Wm. Webb, roadwork	6.35
Thomas B. Simpson, roadwork	59.98
Edwin Riensch, roadwork	22.44
C. H. Preston, roadwork	51.20
R. M. Gray, roadwork	7.43
Walter Praesche, roadwork	11.22
Ira Foote, man and team	52.43
Hans Mikkelsen, roadwork	99.68
Scott Gillespie, board	114.06
W. M. Worden, roadwork	162.24
Stanley Gregor, roadwork	198.48
William McCoy, roadwork	162.24
Victor Hoare, roadwork	113.40
Arthur Tollman, roadwork	113.40
Kenneth Spencer, roadwork	100.41
Glen McCoy, roadwork	93.50
David Hodges Co., EME shaft	15.00
E. C. Simmons Auto Co., labor	50.00
Elmira Lumber Co., lumber	21.88
H. M. McKee, labor	5.25
Gross Bros. Iron Works, labor and material	56.75
J. W. Quackenbush & Sons, engine	128.50
Holt Mfg. Co., machine parts	73.42
Griffin-Babb Hdw. Co., small tools	3.75
S. A. Duty, auto	10.47
A. C. Mathews, hauling	446.05
Holt Mfg. Co., machine parts	14.55
A. C. Mathews, hauling	500.00
A. C. Mathews, hauling	500.00
A. C. Mathews, hauling	500.00
S. P. R. Co., freight	15.43
Watt Shipp Powder Co., explosives	193.93

Road District No. 2. Hauser Bros., powder \$ 20.95

Road District No. 3. E. Bowman, laborer \$ 45.75

Road District No. 4. Harry Smith, man and team \$ 153.00

Road District No. 5. H. Clum, laborer, man and team \$ 4.50

Road District No. 6. S. B. Finegan, blacksmith \$ 6.00

Road District No. 7. Hauser Bros., powder \$ 34.50

Road District No. 8. F. J. Damewood, man and team \$ 18.00

Road District No. 9. A. W. Sturtevant, road work \$ 6.00

Road District No. 10. Chas. Lewis, road work \$ 1.50

Road District No. 11. Hauser Bros., powder \$ 79.35

Road District No. 12. W. T. Culver, foreman \$ 72.00

Road District No. 13. Lee Martip, laborer \$ 16.50

Road District No. 14. Harry Oldham, laborer \$ 12.00

Road District No. 15. Guy Oldham, laborer \$ 20.63

Road District No. 16. Ed Levelett, laborer \$ 12.50

Road District No. 17. W. T. Culver, team \$ 27.00

Road District No. 18. C. S. Carpenter, man and team \$ 6.00

Road District No. 19. Albert Diller, laborer \$ 4.50



The R-E-X LAST TIMES TODAY The Marriage Ring As far apart as the poles in temperament, the bonds of the "Ring" seemed like a spider's thread. Extraordinary as to plot—with the underworld of San Francisco and the splendors of Hawaii as a background—"The Marriage Ring" strikes a worthy note. "THE WOMAN AND THE WEB" Unfolds Another Chapter.

W. Schwearing, man and team	48.00	Guy Simmons, roadwork	30.00
James Dersham, laborer	19.87	Robert Rasmussen, roadwork	13.50
Agnes Mozen, laborer	15.00	P. O. Bowman, blacksmith	8.85
Tom Brown, roadwork	21.50	Road District No. 51	
A. R. Smith, roadwork	39.00	L. G. Brubaker, labor	5.50
R. L. Thompson, laborer	18.00	Griffin Babb Hdw. Co., hdw.	1.20
A. H. Howe, man and team	51.00	W. T. Sherman, blacksmith	2.00
Vern Dryden, laborer	15.00	W. Perry, roadwork	60.00
Henry Schmitt, roadwork	6.00	L. Burkett, roadwork	30.00
Vern Sly, roadwork	33.00	J. M. Blood, roadwork	60.00
Lenard Zinkler, roadwork	9.00	Brinton McNeal, roadwork	24.00
Road District No. 22		J. W. Osborn, roadwork	24.00
Eugene Concrete Co., tile & pipe	7.68	Harry Moore, roadwork	21.00
Road District No. 23		L. G. Brubaker, patrolman	76.00
A. W. Wetlau, blacksmith	2.20	Road District No. 56	
A. T. Miller, team	32.50	Watt Shipp Powder Co., explosives	150.45
B. B. Carter, foreman	50.75	Road District No. 59	
Vern Larmer, teamster	49.25	Watt Shipp Powder Co., explosives	108.24
A. Metheny, laborer	28.50	L. W. Newcomb, freight	2.52
Arthur Hartman, laborer	10.50	L. W. Newcomb, team	104.00
J. E. Randalls, laborer	6.00	Keith Newcomb road work	58.50
Fred French, roadwork	21.00	A. Miner, road work	31.60
H. H. French, roadwork	6.00	Fred Kneaper, road work	44.00
Jed Wheeler, laborer	1.50	Earl Miles, roadwork	21.00
M. A. Veatch, roadwork	4.50	Keith Scott, road work	12.00
H. A. Carter, roadwork	7.50	Willard Martin, road work	33.00
Melvin Renfrew, roadwork	11.25	Luke Brown, road work	23.50
W. A. Carter, roadwork	21.00	Elwood Furnish, road work	45.00
Vern Hucka, roadwork	12.00	J. M. Mumme, road work	2.00
George Rhinault, roadwork	1.50	Jin Furnish, road work	15.00
Road District No. 26		Wm. Chamberlain, road work	9.00
E. E. Sins, roadwork	15.00	G. W. Dorsey, road work	6.00
C. W. Blockum, roadwork	6.00	G. W. Thomas, road work	6.00
Road District No. 27		Wm. Boring, road work	4.50
Charles Ward, roadwork	9.00	Less Austin, road work	6.00
Joe Ost Berg, roadwork	24.00	Will Austin, road work	3.00
E. B. Mayward, roadwork	18.00	L. L. Baker, road work	15.00
Road District No. 29		Ed Miles, road work	15.00
W. N. Hynes, roadwork	75.00	J. A. Henderson, road work	6.00
W. H. Galvin, roadwork	60.00	Morris and Morris, repairs	2.35
W. B. Miller, roadwork	18.00	L. W. Newcomb, road work	6.60
J. L. Baker, roadwork	84.00	Road District No. 62	
Road District No. 30		C. W. Edwards, gravel	4.50
Griffin Babb Hdw. Co., nails etc.	19.85	Wm. G. Klusman, nails and rope	2.55
Giles Fowler, team	12.00	Harold Wimmer, cement pipe	17.00
Giles Fowler, roadwork	24.00	Elmira Lumber Co., lumber	10.03
Road District No. 31		Bergman Bros., repairs	17.40
Coast Culvert & Flume Co., culvert	80.21	Road District No. 64	
Road District No. 33		Andrew Allen, labor	79.50
J. E. Snyder, expense	2.60	F. I. Rucker, laborer	6.00
J. E. Snyder, labor	6.00	E. E. Crowe, team	12.00
Road District No. 36		Winifred Richardson, laborer	72.37
C. B. Shaffner, roadwork	5.62	H. T. Frost, laborer	53.50
Walter Campbell, roadwork	5.62	Martin Foster, man and team	9.00
Howard Dodge, roadwork	3.00	M. C. Irvine, man and team	3.00
Elma Lbr. Co., lumber	7.68	O. E. Crowe, patrolman	68.25
Road District No. 37		Mrs. E. L. Mathews, tending gate	3.00
W. Alexander, roadwork	3.00	Eugene Concrete Co., tile and pipe	4.20
E. Summers, man and team	12.00	Road District No. 64	
W. M. Summers, supervisor	6.00	Roy V. Foster, nails	2.00
C. H. Trank, roadwork	6.00	W. W. Jackson, bolts, nails, etc.	1.35
Road District No. 38		Road District No. 62	
Edwin Monetta, roadwork	30.45	N. Lewis, man and team	7.50
M. Jeans, roadwork	64.96	N. Lewis, laborer	7.00
F. Miller, roadwork	62.93	Road District No. 69	
E. F. Miller, roadwork	58.12	A. B. Smith, laborer	12.00
Ed Jones, roadwork	34.12	T. P. Wheeler, laborer	9.00
Edgett Merc. Co., small tools	6.50	C. O. Willis, laborer	12.00
Heese Zumwalt, roadwork	6.00		
A. Evers, roadwork	.75		
C. Mathews, roadwork	19.50		
Ess Maxfield, roadwork	39.00		
Edolph Johnson, roadwork	9.00		
Ess Maxfield, roadwork	54.81		
Baker, roadwork	36.54		
Harvey Rickerson, roadwork	32.48		
Earl Gilbert, roadwork	38.57		
M. Johnson, roadwork	77.00		
A. Jeans, roadwork	42.90		
Road District No. 39			
L. Taylor, roadwork	77.00		
Ess Myers, roadwork	55.25		
Earl Post, roadwork	117.20		
J. Horton & Co., roadwork	24.57		
A. Meeker, roadwork	134.24		
Frank Syphers, roadwork	36.92		
John Sicho, roadwork	56.56		
Ess Myers, roadwork	116.39		
Ervin Wolf, roadwork	110.99		
Road District No. 42			
C. Kaping, team	63.37		
Ed Kaping, roadwork	68.62		
Walter Jacobson, roadwork	24.00		
William N. Jensen, roadwork	26.25		
Frank Darsey, roadwork	45.00		
C. Kaping, roadwork	71.75		
Oliver Darsey, roadwork	45.00		
Walter Jensen, roadwork	39.00		
Ess Gilbert, roadwork	42.00		
William N. Jensen, roadwork	22.50		
Appie Jensen, roadwork	21.00		
Er. Rasmussen, roadwork	22.50		
Ellet, roadwork	53.00		

THEATRES

Have you ever been to Hawaii and felt the exotic spell of the tropic days and nights, the languorous beauty of the heavy perfumes, the dulcet sweetness of the native music of ukelele and guitar? Here you see the warm skinned maidens dance the Hula or drink the insidious potions brewed by the native islanders; have you eaten poi with your fingers, watched the end of the world in miniature in the volcano of Kilauea? If you have done or seen any of these things, you will undoubtedly appreciate even more fully the charm of "The Marriage Ring," in which Eild Bennett, the Thomas H. Ince star in Paramount pictures will be seen at the Rex Theatre today. This is a story laid principally in the island possession, and Jack Holt is leading man. Fred Niblo, husband of the star, directed the production. The supporting cast includes, besides Mr. Holt, Robert McKim, Charles K. French, Maude George and Ledia Koste.