# SOME OF THOSE INJURED IN NEVADA WRECK BROUGHT TO THIS CITY.

## Recount Exciting Experiences in the Collision That Caused the Loss of Two Lives.

## Porter Says He Heard Explosions of Torpedoes That Had Been Set to Warn Train.

Continued From Page 1, Column 6.

she reached the city last evening. She was suffering from injuries of the abdomen and it is thought she has other internal injuries, from which she may not recover. When taken to the hospital last night she could not give a clear description of the accident, and could not tell how she was hurt.

One of the Pullman porters, who was on a demolished car, told the following story:

"I was just telling one of the ladies about the wreck ahead, when I heard the engineer whistle for the rear flagman, and I remarked that the wreck had been cleared away in a hurry. The flagman had just about time to get aboard the train when I heard the torpedoes, which he left on the track, followed immediately by several short blasts of the whistle. I realized that something was about to happen and called to the passengers to hold on tight, but the shock followed so close after they did not have time to realize what I had said. Most of the passengers were out of the car at the time of the collision."

### *Werner Unknown in This City*

W. Werner, who was killed in the wreck, was reported to have been employed as a commercial traveler for W. W. Montague & Co., but the members of the firm say that they were in communication with their man yesterday and the dead man is another person.

If Werner was a drummer from this city, as reported, he is not a member of the Commercial Travelers' Association of the Pacific Coast and is not known by several leading traveling men here.

There is a W. Werner who travels for a clothing house of New York, and this may be the dead man.

Thomas Mason, who died in Reno yesterday, was a resident of Philadelphia and was a member of the Police Department there for thirty-five years, and was recently retired. He and his wife were on their way to Los Angeles to settle there.

### *Wreck Begins With Freights*

SALT LAKE, Utah, Sept. 20.—The disaster near Harney that piled up two passenger and two freight trains, with fatal results to some and serious injuries to others, was started by a head-on freight collision.

Behind the westbound of the two colliding freight trains came the second section of passenger train No. 3. The first section of this train had gone on ahead. Five minutes back of No. 3, second section, came the third section. Both these trains were heavily laden with tourists. Stopped by the freight wreck, No. 3's second section sent back a flagman. According to authentic information, this flagman was called in with his signal just before the oncoming passenger's locomotive dashed into the rear of the waiting train.

Harney is 267 miles west of Ogden, on the Southern Pacific. The wreck occurred at 6:30 o'clock. The first reports to reach Salt Lake came early this morning.

According to information from the scene of the disaster the flagman of No. 3's second section went back with his stop signals. Then he was called in. He is said to have placed two torpedoes on the track, constituting a danger signal. Just as he reached the rear of his train the crash came. The secrecy of railroad men makes it difficult to obtain authentic information.

Tourists from the middle West, California-bound, on their journeys to the Portland Exposition, filled both trains. The locomotive of the last train telescoped the two rear cars of the second section. Other cars were thrown from the track. Owing largely to a low embankment the casualty list was strangely small. The head-on collision of freight trains, the cause of the disaster, occurred on a sharp curve. The wounded are being sent to Reno and to San Francisco.

The following is a list of the killed and wounded:

W. WERNER, traveling man, San Francisco.

THOMAS MASON, Paulsburg, N. J.

Injured—Mrs. C. W. Hasley, Eagle Gove, Iowa, injuries about abdomen; R. L. Hider, Tehama, Cal., cuts on left eye; W. A. Rice, injured on right side, bruised; Mrs. Thomas Mason, Paulsbury, N. J., bruised about the head; Mrs. Isabella Phillips, Stony Point, Texas, head injured, left breast bruised; J. Silver Byrne, Haywards, Cal., injured on head, left arm bruised; Miss Nellie Lysle, Fresno, Cal., cuts on head; L. A. Griffin, River Station, Los Angeles, injured on the head; Mrs. F. A. Townsend, Los Angeles, injured on chest and bruised on the head; Mrs. Fanny Droyner, Manley, Iowa, face bruised, injured on left side; Z. R. Davis, Haberville, Ill., bruised on the head; W. E. Moore, Ogden, conductor on diner, internally injured; Mrs. Harry Barren, Round Mountain, Cal., side injured; Mrs. Anna Riggs, St. Louis, bruises on left side; Miss Adele Davis, Taborville, Ill., left shoulder, breast and ankle bruised; H. Roundtree, 815 Harris street, Oakland, waiter on diner, hand burned, leg cut; J. K. Bang, Oakland, cook on diner, injuries to back and shoulder; Mrs. Thomas Mulhill, Bath, Maine, ticket to Mrs. B. Olys, 1317 Vandeventer street, San Francisco, slight injuries; Mrs. Ella A. Smith, Crown Point, Ind., abrasion of right arm; L. L. Eberhart, Irving, Nebr., slight injuries; Edward Moore, Wellington, Kans., slight; Mrs. I. J. Holden, Bakersfield, Neb., shoulder sprained; Henry Howard Morris, Bakersfield, Neb., bruised; Lou Shosser, Sharps Chapel, Tenn., slight injuries; Mrs. Bessiel of 272 Seventh street, San Francisco, slight injuries; W. C. Belveal, 621 East Main street, Stockton, cut on head; Agnes Duffy, 202½ Ninth street, San Francisco, internal injuries; A. Mattason, 717 K street, Kansas City, cut on head; Sarah Nelson, Talbot avenue, Indianapolis, slight bruises; J. M. Eckles, Indianola, Iowa, slight bruises; E. M. Granger, Buelah, Mo., left eye injured; Harren Warren, tramp, stealing ride, Seattle, Wash., internal injuries; H. C. Brown, 550 Jackson boulevard, Chicago, right cheek cut; Mrs. F. H. Ripion, Vallejo, Cal., side bruised; Fred Kruse, San Francisco, injuries on the back; Mrs. K. P. Arnolds, Bellefourche, S. D., fracture of left leg; Mrs. William Berry, Los Angeles, head cut; W. J. Smith, Fresno, slight injuries; J. Saunders, 1022 Jackson street, San Francisco, cut over left eye; William Knox, 2703 Dearborn avenue, Chicago, back and side injured; B. D. Lassiter, 870 Willow street, Oakland, waiter in dining car, eye cut, bruises; George Ashman, Dubois, Pa., hip cut, head bruised, cuts on shoulder; George W. Sims, 262 Twenty-fourth street, Ogden, cook on dining car, burned hands, head bruised.

PASSENGERS WHO WERE INJURED IN THE COLLISION THAT OCCURRED IN NEVADA TUESDAY EVENING. SECRECY OF RAILROAD OFFICIALS MAKES IT IMPOSSIBLE TO LEARN DEFINITELY WHO WAS RESPONSIBLE.

### *Doctors Busy at Sacramento*

SACRAMENTO, Sept. 20.—The train carrying the injured passengers arrived in this city about 2 o'clock this afternoon and several of the injured were taken to the local railroad hospital for treatment.

As soon as the train arrived the wounded were placed in ambulances and hurried to the hospital, where several physicians and a score of trained nurses were waiting to attend them. Although there were no Sacramento people injured in the wreck, Miss Della Davis, a resident of Oak Park, a suburb of Sacramento, was severely injured and suffered great pain from bruises on her left shoulder and breast. Her right ankle was badly sprained and it will be some days before she will be able to walk. She was reported at the hospital as resting easy to-night, although she could not be seen. Her condition is such that she will probably be confined to the hospital for a number of days. Miss Davis' mother and sister heard of the accident and were at the depot for several hours anxiously waiting for the train to arrive. When they caught sight of their wounded relative after the train pulled in they wept bitterly. Miss Davis was carried to an ambulance on a litter and hurried to the hospital, where her relatives soon joined her. Their grief was relieved when they learned that the young woman's injuries were not as serious as at first supposed.

George Ashman of Dubois, Pa., a car repairer, en route to this city, where he expected to secure employment, is occupying a couch at the Railroad Hospital and being treated for a badly lacerated face, a bruised shoulder and an injured knee. Although his face is almost entirely bandaged up, he was able to tell something of the accident. He said he was in the first coach of the westbound passenger train. The first intimation he had of the wreck was a terrible crash when the two trains came together. The car he was in was crushed into kindling wood and he was buried beneath the debris of broken glass and other wreckage. He remained there for some time before he was dug out. The two men, he said, who occupied seats in front of him escaped injury.

Mrs. Isabella Phillips of Stony Point, Tex., who, with her family, was on her way to Visalia, was treated for severe bruises on the head and left breast. Her little daughter had a laceration on the lip that required considerable attention. Other members of this family were badly shaken up and had minor bruises dressed.

R. L. Heider of Tehama County received an injury to his left eye, which was dressed, and he was allowed to proceed on his way.

The large force at the hospital was kept busy attending the wounded and it was several hours before all were made as comfortable as the nature of the injuries would permit.

### *Talks Freely of Train Wreck*

J. Kifford of Los Angeles, a passenger on the train, gives a vivid description of the smash-up. He said:

"I was on section No. 2 of the train, when the crash came. Just previously to the mix-up our section had come to a sudden stop. When the train had come to a standstill I thought I would get out and see what was going on. I told my wife to sit still, and I would soon be back. Like myself, a large number of the passengers got off to see what had caused the delay. Probably three-quarters of the passengers got out. We had only been out a short time when the conductor shouted 'All aboard!' I was one of the first to climb back to the train, and had barely got on board when the crash came. The majority of those who had got off the train were still standing on the siding when the smash-up took place. This accounts for the very small number hurt on our section. Had all the passengers been on board the train at the time the number of the injured would have been large.

"I was looking out of the window at the time of the smash-up. I was thrown away from my seat, about ten feet down the aisle. I was knocked unconscious momentarily. I was badly bleeding from the cut in my head. As soon as I regained consciousness I noticed that everybody was shouting. My first thought was for my wife. She had also been thrown from her seat and plunged headlong into a seat opposite. She is badly bruised and has an ugly cut over her left ear. Everything was excitement. Our car, although in the middle of the train, was badly injured. The moldings were torn away, all the lighting apparatus was put out, and the supply of water for the basins was shut off. As soon as the excitement was allayed somewhat I went back to see how the rest of the train looked. The last car on our section was the diner. When the engine of No. 3 came around the curve at full speed it struck our diner and crashed half-way through it. The impetus of the incoming train was so great that it must have forced our section down the track several hundred feet. It is a wonder that we escaped so lightly as we did."

Kifford has a deep wound on the left side of his head, and shows effects of the smash-up.

### SURPRISES GERMAN CONVOY AND ANNIHILATES ESCORT

**The Witbois Capture Thousands of Cattle With Rifles and Ammunition in Namaqualand.**

CAPE TOWN, Sept. 20.—It is officially announced that the Witbois, in evading the sweeping columns of General von Trotha, commander-in-chief in German Southwest Africa, surprised a German convoy near Keetmannshoop, Namaqualand, practically annihilated its escort and captured thousands of cattle, 122 wagons, many rifles and a quantity of ammunition.

**Special $1.50 Excursion.**

Next Sunday the North Shore Railroad will run its first popular excursion to Camp Meeker, Monte Rio, Mesa Grande and the Cazadero Big Trees. Special train leaves San Francisco (via Sausalito ferry) at 7:45 a. m., returning at 7:40 p. m., giving from three to five hours among the Russian River Redwoods, where the charming cottage colonies are located, the ideal home resorts of California. Round trip $1.50. Every ticket purchased insures a seat. Get them in advance at 650 Market street, under Chronicle building.

SACRAMENTO, Sept. 20.—Governor Pardee has issued a commission to Wilbur Stuart Tupper of Los Angeles as lieutenant colonel and aide de camp on the staff of the Governor.

### MILITARY WEDDING AT PACIFIC GROVE

Special Dispatch to The Call

PACIFIC GROVE, Sept. 20.—St. Mary's by the Sea, the little ivy-covered Episcopal church on Central avenue in this city, was the scene to-day of one of the prettiest weddings which has ever occurred in this part of the State. Miss Laura F. Hathaway, only daughter of the late Judge Henry E. Hathaway of Seattle, Wash., was made the wife of Lieutenant John Gleaning Clapham of the Fifteenth United States Infantry, stationed at the Presidio of Monterey.

The maid of honor was Miss Ora Otis Williams of San Francisco and the two bridesmaids were Miss Constance Borrow of Sausalito and Miss Atta Hall of San Jose. Lieutenant L. E. Cipher of the artillery corps at the Presidio, San Francisco, acted as best man and Lieutenants Sampson and Hickox of the Fifteenth United States Infantry, Monterey, were the ushers. The Misses Dorothy Hicker and Nancy Brook, two little tots, eight years of age, were the flower girls. The beautiful Episcopal marriage ceremony was used and the venerable Dr. Hobart Chetwood, rector of St. Mary's, was the officiating clergyman.

Lieutenant Clapham served with distinction in Porto Rico during the Spanish-American war and later in the Philippine Islands.

The bridal couple left for the south to-night to spend their honeymoon and will then return to Monterey, where Lieutenant Clapham will join his regiment, which will sail early next month for the islands.

**San Jose Couple Married.**

SAN JOSE, Sept. 20.—Miss Irene Cunning and Charles Faser were married this evening at the home of the bride's parents, Mr. and Mrs. M. S. Cunning, at 24 Magnolia avenue. The ceremony was performed by the Rev. J. V. Coombs of the First Christian Church. A reception to the couple followed the wedding. The groom is a local business man. The bride is a popular young lady of this city.

### HILL AND HARRIMAN TO WAR IN THE NORTH

## Prepare to Fight for Route Along the Columbia River.

PORTLAND, Sept. 20.—The Oregonian to-morrow will say: "Concealment is no longer possible of the intentions of the Hill and Harriman interests to wage the bitterest warfare of recent years in railroad history of the Pacific Coast. The Portland and Seattle Railroad Company had been formed to build down the north bank of the Columbia River from Kennewick to Vancouver, and it is not consistent with previous accomplishments of J. J. Hill to fail in an undertaking once definitely decided on.

"On the other hand, the Harriman interests are equally determined to place every possible obstacle in the way of the invading army of railroad builders that is being marshaled to parallel the Oregon Railroad and Navigation Company down the water-level route of the Columbia."

### FRANK B. WHITEMAN ENDS HIS EXISTENCE

After trying in vain to effect a reconciliation with his sweetheart and becoming discouraged over his straitened financial condition, Frank B. Whiteman, secretary of the Independent Builders' Bureau, locked himself in his room at 317 Stockton street and when found yesterday morning the fumes of illuminating gas, which he had inhaled through a tube, had caused his death. By the man's side was a note attributing the cause of suicide to business affairs and asking that friends be notified.

A small parcel containing several letters was also found. The covering bore a request in pencil that it be handed to Miss K. Halloran of 1736 Washington street, to be given by her to "Dodie." Dodie is Miss Halloran's sister, Josephine, who is at present in Eureka and whose letters were presumably inside the package. The memorandum also said that the letters were private correspondence, and therefore they were not opened at the Coroner's office.

Whiteman came into prominence some time ago by bringing suit against the local Oyster Workers' Union for $5000, alleging that the union had prevailed upon his employer to discharge him.

Whiteman had several relatives in this city—two brothers, Alexander and Alfred, and an aunt by marriage, Mrs. E. Weiss.

It is said that Whiteman's despondency was caused mainly by Miss Josephine Halloran's refusal to marry him.

### ODD FELLOWS MAY CONSTRUCT HOSPITAL FOR CONSUMPTIVES

**Resolution Is Considered for Erection of $1,000,000 Sanitarium in New Mexico.**

PHILADELPHIA, Sept. 20.—At the meeting of the Grand Lodge of Odd Fellows to-day a resolution offered by Mr. Lloyd of Missouri providing for the erection of a $1,000,000 sanitarium for Odd Fellow consumptives at Las Vegas, N. M., was referred to the committee on the state of the order.

San Francisco Rebekah Drill Corps won first prize for best appearance on parade.

**Railroads vs. State of Texas.**

DALLAS, Texas, Sept. 20.—The general attorneys of Texas railroads to-day secured an injunction against the Railroad Commission of Texas, forbidding the putting into effect of an emergency rate on dry goods. The rate was much lower than the usual tariff and put several Texas jobbing points at an advantage over the big jobbing points of the country. A big legal fight is expected to follow as the result of the temporary order.

# EVIDENCE SHOWS FAULTY BOILERS

## Coal-Passer on Bennington Gives Valuable Testimony in the Young Court-Martial

## BLAME PUT HIGHER UP

## Facts Show That San Diego Inquiry Was Conducted in Hasty and Unusual Manner

Special Dispatch to The Call

VALLEJO, Sept. 20.—"About an hour and a half after we had set the fires boiler B began to leak. We could see a wide column of steam forcing itself through a hole in the rear sheeting. The water-tender gave me a quick order to run up above and get a boilermaker to hurry down and repair the damage. I obeyed instantly, for I could see plainly that the leak threatened to be a dangerous one. Barely had I reached the deck when the explosion took place. I heard a terrific blast and in a moment I saw the clouds of scalding steam crowd up through the hatchway and out on the deck. I knew then that I was too late. My comrades were beyond any help from me."

This was the statement which J. J. Worthen, sole survivor of the engine-room crew on the Bennington, made this morning in the proceedings of the court-martial of Commander Lucien Young. It was a description of the explosion and the few minutes elapsing just prior to the catastrophe, but to the minds of those in the courtroom it was more than a mere tale of an escaping white monster and consequent death. It brought before their minds a vivid picture of a weak boiler, one which had outlived its usefulness several years ago, one which had been reported as dangerous time and time again by Commander Young and Admiral Goodrich, and yet which, with a knowledge of all this, was half-overhauled by the Navy Department and sent out on a 30,000-mile cruise.

The testimony of Coal-Passer J. J. Worthen was the most important evidence introduced during to-day's session of the court-martial. He alone of all the engine-room crew is the survivor of that July day in San Diego harbor and his escape came through the carrying out of an order given him by his immediate superior.

The proceedings of the court-martial of Commander Young seem to clearly show the haste with which the San Diego investigation was conducted. No cross-examination was allowed and witnesses gave as facts knowledge which came to them by hearsay or which was merely their own opinions.

This has been brought out day by day by Judge Gear, attorney for Commander Young, and his objections to testimony have served to strike out from the records many statements which were included in the testimony obtained by the investigating board, which met directly after the catastrophe. For instance, one enlisted man swore that he had heard the safety valve of "A" boiler blow off. He thought that he had, but cross-examination disclosed the fact that he was in a part of the ship out of sight of the boiler and that he could not possibly have told by the sound which of the valves was blowing off.

Another startling fact was brought out when Captain E. E. West, for the prosecution, sought to introduce blue prints showing the construction of the machinery around the boilers of the Bennington. Their admission as evidence was hotly contested by the defense. They were not countersigned by the maker nor indorsed by the Secretary of the Navy. They merely bore the stamp of the department of steam engineering at Washington. Captain West admitted that he had not seen them made nor did he know who had made them, though he was under the impression that they were recent prints. The court was divided, and after a lengthy discussion decided to admit them.

After the prints were admitted an investigation showed that most of them were copies of drawings made when the Bennington was first placed in commission. Since that time the boilers of the Bennington have been overhauled many times, and, according to statements of several officers of the ship, when the explosion took place the valves and gearings were entirely different from those pictured in the blue prints.

The proceedings of to-day advanced rapidly, and three witnesses were questioned. Charles Buskirk, who was stationed in the launch at the time of the explosion, testified that he had never seen Commander Young in the engine-room. Lieutenant Commander Thomas Leonard, now of the Lawton, but formerly executive officer of the Bennington, swore that he had made all inspections about the engine-room that were required by the regulations. Commander Young's former orderly, James Fitzgerald, swore that he had brought the steam logs to his commander each day for approval.

A lively debate ensued when Captain E. E. West attempted to again introduce the hull books as evidence. The court ruled against him and forbade the introduction of even parts of this log.

Many objections were made during the day by the defense, and they were nearly all sustained by the court. A great deal of time was consumed by the discussion of points of law. These discussions were carried on behind closed doors.

To-morrow morning Lieutenant Yates, executive officer of the Bennington, will take the stand.

The prosecution has nearly completed its case, and in a few days the defense will begin.

# STATE HOLDS DISPUTED DAM

## Headgate on the American River Seized by Warden Yell of Folsom Prison

## TROUBLE MAY RESULT

## Property in Question the Supply for the Sacramento Electric and Gas Company

FOLSOM, Sept. 20.—Warden Yell to-day confirmed the report that he has taken possession of the headgate of the dam on the American River above the State prison here. Warden Yell said:

I am sick and tired of begging a corporation for water which belongs to the State, and I think the directors felt the same way. We have taken charge of the headgate now. The Sacramento Electric, Gas and Railway Company has offered no resistance as yet, for the reason that the water is so low that it left their works high and dry and is of no particular use to them at present.

I am not prepared to say what will be done when the water gets higher and the company wishes to resume control again. I am not ready now to say whether I will put guards up there or not.

I do not know what legal steps the Sacramento Electric, Gas and Railway Company will take to regain possession, but I know that for the present they will have to take what water we can spare them. It has been a humiliating experience for a State institution of this character to be obliged to beg a corporation for water and power and take only what they are pleased to let us have. For the present the tables are turned and we will have the say ourselves.

By reason of the water being so low, the company has no control of it, as it is below the company's hydraulic pumps, by which the headgates are usually controlled. The prison authorities control the water now by hydraulic pressure from the prison power-house, where hydraulic pumps were originally placed for that purpose.

SACRAMENTO, Sept. 20.—E. F. Fitzpatrick, manager for the Sacramento Electric, Gas and Railway Company in Sacramento, said that he had not been notified officially that Warden Yell had taken possession of the headgate of the dam, but he presumed the report to that effect to be true. He expressed great surprise that any such action had been taken by the authorities at the State prison. The company which he represents would do nothing, he said, except rely on its legal rights; that the order of court had been made granting an injunction, and he understood the act of taking the headgate constituted contempt of court, which he presumed would be considered by Judge Hughes in due time, and that whatever action is proper in the premises would be taken.

**Magnificent Display on San Francisco Night.**

Sunday, September 24, will be San Francisco night at Pain's Pyrotechnic Display at Thirty-seventh street and San Pablo avenue, Oakland. The display on this evening promises to excel anything of the kind ever seen on this coast before. San Francisco people should take Southern Pacific 7 p. m. or 7:40 p. m. broad gauge boats to Seventh street and Broadway, or the 6:50 p. m. or 7:20 p. m. narrow gauge boats to Seventh and Franklin streets, connecting with San Pablo-avenue electric cars on Broadway. Returning, narrow gauge trains leave Fourteenth and Franklin at 11 p. m. and midnight; broad gauge trains leave Seventh and Broadway at 10:43 p. m., 11:23 p. m. and 12:03 midnight.

**DEATH OF A PIONEER.**

**Father of Sheriff Ross of San Jose Passes Away.**

SAN JOSE, Sept. 20.—Frank Harris Ross, father of Sheriff Ross of this county and founder of the town of Modesto, died this morning at the age of 75. He was born in Eden, Erie County, New York, and crossed the plains in 1853. He first mined, then farmed extensively in the San Joaquin Valley, building the first house in Modesto, and in 1884 he established the Vendome Hotel Stables in this city and inaugurated the stage line to the Lick Observatory. He leaves a widow and eight grown children.

SICK HEADACHE

CARTER'S LITTLE LIVER PILLS.

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They regulate the Bowels. Purely Vegetable.

SMALL PILL. SMALL DOSE. SMALL PRICE.

CARTER'S LITTLE LIVER PILLS. CURE SICK HEADACHE.

Genuine Must Bear Fac-Simile Signature

Brent Good

500 Rockers

A Cobbler Seat Rocker, in golden oak finish. It's well constructed and of pleasing design. Sells regularly for $3.50. It's too good a Rocker to be on the reduction list at all, but there are too many of them ... $2.45

$2.90 A Wood Seat or a Cobbler Rocker — your choice in golden oak or in mahoganized birch. One that sells regularly for $4.75.

$1.65 A handsome Wood-Seat Rocker, in golden oak finish. Backs are a little different to the usual run of Rockers. Broad carved panels. Regular price is $2.75.

$2.25 Weathered oak finish. Built for strength and comfort; arms and back are of steamed wood bolted into place. A rocker to last a lifetime. Regular price was $4.00.

$6.50 Made of weathered oak. Seat and back are made of slabs hewn in curves to meet the curves of your back. An artistic, satisfactory Rocker. Regular price was $13.50.

$4.60 A splendid Mission design in weathered oak. It's so big and roomy and comfortable—the kind our great-grandfather would naturally build. Close woven cane seat and back. Reg. price was $8.00.

These and four hundred and ninety-four others. All reduced to the lowest notch.

There are maple rockers, mahogany rockers, upholstered rockers, Morris rockers—every conceivable design and finish.

$14.50 Morris Rockers, big, broad and restful, reduced to ..... $9.00

$12.00 Upholstered Rockers, reduced to ..... $6.50

$11.50 Platform Rockers, reduced to ..... $6.50

*No mail or telephone orders accepted for goods advertised during Building Sales.*

STERLING FURNITURE COMPANY. 1039 MARKET ST. OPPOSITE McAllister.