

A Bunch of Bargains

For Furniture Buyers. Never before did conditions favor you as now. The articles offered in this advertisement are greatly reduced in price, owing to the continued warm weather which we have had and which finds us with entirely too much goods on hand. With these most remarkable bargains we offer you:



Bedroom Suits.

Golden Oak Bedroom Suits, scroll front dresser and washstand, highly polished, a regular \$35.00 suit, cut to

\$21.50

Oak Dresser.

Highly polished Golden Oak finished dresser with French plate mirror, during this sale go at

\$10.65

CASH

OR

CREDIT



Iron Beds.

A fancy, up-to-date bed, very pretty scroll pattern, durably made and carefully finished, heavy pillars, bicycle enamel. A rare bargain. Worth \$5.00. Cut to

\$2.90

Folding Beds.

Golden Oak finished Folding Beds, with the best kind of spring, cut to

\$11.50

51-53-55-57 E. FIRST SOUTH STREET.

Rheumatism of all kinds, Pneumonia, La Grippe, Constipation, Insomnia, Asthma, Bright's Disease, Diabetes, Piles, Typhoid Fever, Appendicitis, Scarcia, Catarrh, Diphtheria, Measles, Scarlet Fever, Neuralgia, Bronchitis, Hay Fever, Dropsy, Gout, Dyspepsia, Malaria, Paralysis, etc.

It cures by introducing the pure oxygen of the air, the greatest germ destroyer known, directly into the circulation through the pores, capillaries, and veins. It is particularly efficacious in cases of PNEUMONIA and TYPHOID FEVER. Hundreds have been saved after having been given up by their doctors. REMEMBER that the highest Fever can be broken in in from seven to twenty-four hours.

THE PERFECTED OXYGENOR KING is the wonder of the century.

When persons have been absolutely cured of Rheumatism and Paralysis of years' standing say they would not take \$10,000 for their Oxygenor King, is it not the strongest possible endorsement of its curative power! It certainly is. Bear in mind that the treatment and cure of disease by means of the Oxygenor King is no experiment, on the contrary it has been phenomenally successful for years, but has reached its highest state of perfection during the past year and a half. No other oxygenating instrument on the market has the means of regulating the force like that possessed by the Perfect Oxygenor King. This late IMPROVEMENT is the greatest triumph yet, of the scientists who have worked the Oxygenor treatment up to its present state of perfection.

That Constipation is the cause directly or indirectly of nine tenths of the diseases which afflict humanity? Cure you constipation, and your other trouble will vanish. THE PER.

Salt Lake City, Utah, Oct. 17th.

To the Oxygenor Co.:

Dear Sirs:—For some time I have felt it my duty to testify to the great good that I have received from the use of the Perfected Oxygen King, for there is absolutely no question as to its merits. While I admit I was skeptical when my friends insisted on my getting one, I am now a thousand times glad I did it.

I was for years troubled greatly with Rheumatism so that it was almost impossible for me to get about, but after using the Oxygenator for two or three months and some three months after I had knocked out the Rheumatism I was taken with Appendicitis and the pain was so intense that I forgot all about my Oxygenator and sent for a doctor, and later the second one, and he said I would have to go to the hospital and have an operation performed, and I said no I would not, and he said that I would die if I didn't, and I told him I would die whole if I did and not in pieces. A friend of mine came in to see me who had an Oxygenator and he was very much surprised to think I had not used my Oxygenator, so he got it and put it on me and to my surprise the relief was almost instant, at least I was able to resume my work in three days and have been all right ever since.

I know many people who have Oxygenators and they all speak in the

Some of them tell me that \$1,000 wouldn't tempt them to part with theirs, and twice that would be no temptation to me, if I couldn't replace it. Sufferers, do not let your skepticism keep you from enjoying the greatest blessing ever offered to suffering humanity, The Oxygenator.

Yours for the good of the afflicted,
FRED J. ANGIER, 26 East First South Street.

Removed to 128 South Main Street, Salt Lake City.

**New England Yards Break Records in Cargo Carriers—
Boom in the Great Industry Prevalent in All Ship-
building Centers in Maine—Camden's Six - Masted
Schooner.**

Special Correspondence

Bangor, Me., Oct. 16.—Shipbuilding down east, which for several years past has been dragging along at a dull pace, finally has gained an impetus which will guarantee prosperity for some time to come in the districts where the industry centers. The revival started back in the early spring, but has just now reached the stage where the boom is looked on as having "come to stay." The shipyards re-
handed with the incessant pounding of hammers and the discordant creaking of countless buzzsaws. For many years the new tonnage figures have been so small as to be scarcely worth the mention, but the prospect has as-
sumed a bright glow of promise in this respect. Reports from all the builders are to the effect that their men are being worked to the utmost, and it is evident that for many months there will be a steady stream of new vessels and carpenters from Maine.

Above all other features of the modern shipbuilding trade in these parts towers the fact that the small sailing vessels except for coastwise traffic between local ports have had their day. The last schooner to be built at Bangor and Bath the staves and stock are burdened with vessels of from 2,000 to 3,000 tons. The schooner continues to be the favorite type of carrier, no other style having ever been so successful in the point of service and adaptability to the regulation "fore and aft" rig.

At famous old Bucksport, on the Penobscot, McKay & Dix, the New York contractors, have already launched a four master, with two more on the stocks, one of which is to be launched in a few days and the other in December. At Camden, that picturesque old Main seaport, overshadowed by frowning Moganticoek, the sentinels of the seas, H. M. Bean recently launched a schooner of 2,750 tons. George W. Wells, 2,750 tons. He has also a 2,100 ton five master on the stocks, a four master, and has signed a contract to build a five master of about 2,300 tons. Rockland, that bustling city on the coast, has a four master and trolley conductors ring up fares at every lamppost and charge for the gas.

ting on and off, witnessed the floating of two fine vessels recently and has a magnificent five master now on the blocks.

Further down the wave eaten coast, at Bath, there are two large steel ships, several barges and a cruiser for the United States navy under way. The next launching will be that of the Eleanor A. Percy, 3,700 tons, six masts, from the yards of Percy & Small.

So great has become the demand for building space in the various Maine yards that there has been a deal of talk among those interested as to the advisability of turning to use the yards at Blue Hill, on Blue Hill bay, near Mount Desert Island. These yards are now in a deplorable condition, having

A quarter of a century ago to see the name "Blue Hill" across a vessel's stern meant that she was the product of hands that could not be excelled in their particular line. Then the quaint little town, with glistening church spires in vivid contrast to the lowering, sullen mountain overhanging the bay, was at the zenith of its career. The copper mines in the surrounding hills gave forth abundantly, and the sizzle but profitable mackerel swarmed the deep waters near by.

It seemed almost instantaneous. So sudden was the change which shortly thereafter came. What had warning the bottom fell from out the price of copper. The mines shut down. The rivet, casting mold and steam hammer supplanted the auger, broadax and adz, and the Blue Hill shipyards through excessive cost, being unable to keep abreast the innovations, were forced to cease operations. Even the mackerel appeared to feel the influence of the reverses which had swept ~~the~~ the country. And since those fateful days it is a matter of history that they have seldom ventured into its waters.

Blue Hill has two shipyards. One is within a stone's throw of the town wharf on an arm of the inner bay. The other and more important is situated at the Falls, on the old Sedgwick stage coach road. The latter yard was founded before the Revolution, and on its stocks were erected many of the stanch ships for which New England was renowned.

On His Day Off, However, Young Bertrand Bell Lives
in a Swell St. Louis Hotel.

In the corps of surveyors engaged in construction for the Baltimore & Ohio Southwestern Railroad Co., at Lebanon, Ill., working for \$1.25 per day, from early morning till night in sun and rain, with his sleeves rolled up above his elbows and his shirt front thrown open, with no hat upon his head, is a multimillionaire.

The senior Bell was in the early part of his life a civil engineer of note, having been one of the surveyors who laid out the northeast corner of the United States under the provisions of the act after Andrew Ellicott and having also been prominent in the survey of several important railroads in earlier times. He acquired railroad stock, and finally be-

Young Bell was reared amid luxury and refinement. He was finely educated, graduating from Harvard last June, and has had every opportunity which wealth and position could afford, but all this he pushed aside to come west and take his place in the ranks of the surveying corps simply that he might learn the business.

Bell has \$3,000,000. Fortune of the senior one half descended to the surveyor and one brother, who is engaged in the practice of law in New York City. A part of Bertrand Bell's fortune consists of stock in the Baltimore & Ohio South-western company, which he holds in his own name partly and partly owns by virtue of his father's estate.

President Bacon of the Baltimore & Ohio South-western is an intimate friend of Bell's father and is also a director and adviser of the younger Bell. Not only is this true of the president, but all the chief officers of the young surveyor are deeply interested in the course which he is pursuing. While