DESERET EVENING NEWS.

TRUTH AND LIBERTY.

NO. 29. WEDNESDAY EVENING, DECEMBER 26, 1888. SALT LAKE CITY, UTAH TERRITORY. VOL. XXII.

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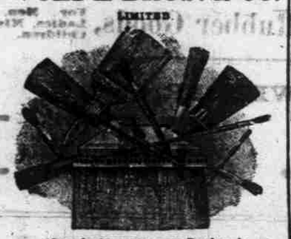

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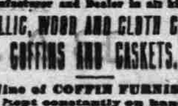

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— AND —

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Wholesale and Retail, at IMMENSELY REDUCED PRICES!

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Office and Warerooms Never Closed.

21 & 23 S. West Temple St.

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A SAD CHRISTMAS

For Numbers of People who Entrusted their Lives to the Steamboats.

The "Leif Ericksen" Burned at the Water's Edge Near Seattle, W. T.

The "John H. Hanna" Destroyed by Fire at Plaquemine, Louisana.

Great Loss of Life and Property, and Severe Injuries Inflicted.

The "Silver Star" Goes Down at Portsmouth, N. H.—Other Casualties and News.

By Telegraph to the NEWS.]

SEATTLE, W. T., Dec. 25. — The steamer *Leif Ericksen* burned to the water's edge at 5 o'clock last evening off Alkali Point, five miles west of this city. Five lives were lost, and perhaps seven. The *Ericksen* is a propeller, and plies between Seattle and Sidney, Mason County, and was en route to that point when the accident occurred. The fire broke out in the pilot house, and it is believed to have been caused by a lamp explosion. Another theory is that a demijohn in the pilot house was broken and the whisky ran through to the boiler and ignited. There were 26 people on board at the time. The fire spread instantly throughout the entire cabin. The boat was about two miles from shore. Captain John H. Nibbe, the owner of the boat, was in command. He left the wheel house for the purpose of launching the life boat, but found the passengers trying to put a raft overboard.

IN THE STRUGGLE

to rescue the raft from the passengers, Captain Nibbe fell overboard with the raft. Meantime the passengers were putting on the life preservers and selzing firewood or anything else that would float and jumping overboard. Captain Nibbe saw his niece, Miss Anna Tollner, a daughter of Mrs. Tollner, of Sydney, struggling in the water about 150 feet from him, and he did his utmost to push a raft toward her, but she drowned less than 100 feet away from him. He was hampered with gum boots and was almost helpless.

The steamer *Skagit Chief*, en route to Tacoma, saw the fire and the vessel and crowded steam to give assistance. She rescued seven people.

The steamer *Mountaineer* saw the fire four miles away and headed straight for the burning steamer. When within half a mile of the *Ericksen* they found

PEOPLE STRUGGLING

in the water and lowered a small boat, and succeeded in rescuing 19 persons. One man was taken from the water and died in five minutes. His name is not known. He said just before he died that his wife was lost from the steamer.

The list of lost is as follows: Miss Anna Tollner, Sidney.

J. H. Noreous, of the Noreus Brickyard Company, Sydney.

Jack Simmons, a half-breed fisherman.

T. Smith, of Smith, Taylor & Co., of Colby.

And a man and wife whose names are not ascertained.

The survivors also reported another woman as lost. The steamer burned to the water's edge and has no doubt sunk. Neither the *Skagit Chief* nor the *Mountaineer* went to the burning steamer, as all hands had deserted her and she was enveloped in flames. Both devoted every effort to saving the lives of those in the water. The survivors speak in great praise of the work by the officers, crew and passengers of the *Skagit Chief* and the *Mountaineer*. The *Ericksen* was valued at $4000 and was not insured. She had a light cargo. The *Mountaineer*, with the survivors, arrived here at 7 last evening.

ANOTHER HORROR.

NEW ORLEANS, Dec. 25.—The steamboat *John H. Hanna*, from Ouachita River with a large number of passengers, was burned last night at Plaquemine, Louisiana. It is stated of the 100 persons on board only 14 are known to be saved.

The *John H. Hanna* was built in Madison, Indiana, in 1878, and hailed from Louisville, Ky. She was of 377 tonnage, and was owned by the Ouachita River Consolidated Line, and was valued at $18,000 and insured for $12,000 in local and foreign companies. Captain W. J. Blanks, president of the company, says that the latest advices he has are to the effect that the steamboat was loaded with 1000 bales of cotton. The captain estimated that additional cotton had been picked up on the way down, so as to make the number of bales 2,500. Upon being questioned as to the number of passengers on the *Hanna*, Captain Blanks thought it was small, as there was little travel in this section at present.

A SPECIAL

from Plaquemine to the *States* says: The burning of the steamer *John H. Hanna* last night near this place was one of the most terrible disasters that has happened in Southern waters. The loss is very heavy. About thirty persons perished in the flames, and a large number jumped overboard and were drowned. Among the lost were Captain J. H. Holmes and First Clerk Samuel Powell. Their bodies have been recovered. Captain Holmes' body was terribly burned. One of the dock hands, who escaped, says there were about 100 persons on board, and only about a dozen could be found alive. The engineer and pilot, who escaped, were burned more or less severely. The boat was but a short distance above town when a negro roustabout near the boiler room ran on deck and shouted the boat was on fire. John C. Allen, the stoker, was at his place at the time, and, seeing the

FLAMES BURSTING FORTH

from the big tiers of cotton near the boiler, ran to the engine room and gave the alarm. Engineer Merriam took in the situation at a glance and at once sounded the alarm by blowing the steam whistle and ringing the bells. In an instant the flames shot through the cabin, and alongside of the cotton, enveloping the boat in fire. Clerk Powell was upstairs at the time, and when he saw the flames he heroically ran through the smoke, which filled the cabin, and tried to arouse the sleeping people. He kicked at the doors and in a short time almost everybody was awake. Then confusion worse confounded appeared, and the frantic people ran to different exits to make their escape, but they were piled high with cotton and the passage way was filled with smoke. Many dropped before they were able to get to the forward part of the boat and

WERE DEAD

before the steamer went down. As soon as the fire was discovered the engineer set the pumps to working and tried to battle with the flames, but the fire swept through the boat like a blaze on a prairie and the engine room was soon in flames. Then to add to the consternation the steam pipe burst and filled the place with scalding steam. The engineer was forced to abandon his post and the stokers and others ran to the sides of the boat, and rushed through pell mell to save their lives. As soon as the smoke and flames began to start up the sides of the boat, Pilot Jolles swung the wheel around and headed the boat for shore. A full head of steam was on, and the boat soon ran into the bank. Before she did so, however, she was doomed. All her timber was seriously burning. When the steamer struck the bank she bounded away again, swung around, and drifted down the stream. Then Pilot Jolles jumped out over the cotton bales, and springing into the river swam ashore. The sight was

A WEIRD ONE

viewed from the bank, and the town was aroused. Floating cotton, charred timber and other debris filled the river and many people were struggling desperately for their lives. Some were able to swim ashore, but the most were so badly burned or exhausted that they struggled but a few moments and then sank to rise no more. As the boat struck the shore, the crew and passengers who had been able to reach the forward part of the boat sprang ashore, some of them with scorched faces and bruised limbs and some with scarcely a covering. Among those who managed to get off were Captain Holmes and Bob Smith, the unfortunate pilot of the ill-fated boat, who was a passenger. Both men were burned nigh unto death, and the story of the manner in which they suffered is most heartrending. When the captain jumped ashore he was

HORRIBLY BURNED,

and in his frantic desire to be relieved from the pain he was suffering, he buried his face and hands in the mud and begged most piteously to be helped. Smith was just behind and was laid out beside the captain. Nothing could be done for the sufferers and they died together on the bank.

Plaquemine was not slumbering when the fire broke out, and when the discovery was made that the *Hanna* was burning, almost the entire town flocked to the river bank and watched the vessel burn. The struggling unfortunates who reached the shore were taken care of, and doctors and others came to their assistance and tried to alleviate their sufferings. The City and Central hotels and private houses were thrown open to all the ill-fated, and the people fed and clothed them until the morning. The survivors telegraphed accounts of the disaster to ther homes. Powell, the clerk, who displayed so

MUCH HEROISM

in waking up the passengers disappeared after he had rapped at the doors, and it is quite positive he was burned to death and went down with the steamer. No attempt was made to save any of the steamer's books or papers, and everything together with the clothes of the passengers was lost and burned rapidly; and in a very short time after the alarm was given she had burned to the water's edge. The hull sank and nothing was left of the *Hanna* but the floating timber and the burning cotton.

The crew of the boat were J. S. Holmes, captain; George Powell and James Gordon, clerks; Lew Rawlins and Henry Jolles, pilots; J. H. Handley and J. C. Merriman, engineers; Daniel Carroll, steward; Samuel Bryant, first mate; Mike Cussett, second mate; John Gibbons, sailor; Ben Ducios and Willie Higgins, barkeepers; two chambermaids, Mrs. Demeresy and Mrs. Hunt; Jimmie Handley and Charley Toompson, firemen; John Rucker and Tom Cullin, stokers. Among those

THAT WERE LOST

are Capt J. S. Holmes, master of the boat; Samuel Powell, chief clerk; Bob Smith, pilot, from Smithland, La.; Mike O'Neill, nightwatchman; Joe Crane, cabin watchman; Monroe Deck, first cook; Jack Duff, second cook; Joe Harvey, cabin boy; Jim Watson, second baker, and John Crafton, carpenter.

Among those who were badly burned are: Dan Carroll, steward; Jim O'Neill, deck hand; John Gibbons, sailorman; Lewis Welch, roustabout, and a number of others.

Coming down on the boat as passengers were a number of the crew of the steamer *Josie W.*, all of whom were saved. The survivors were warm in the praises the humane people of Plaquemine, who spared no pains and money to furnish them with clothes and shelter after their

TERRIBLE EXPERIENCE.

W. L. Brule, mayor of the city, was especially kind to the survivors.

None of the men could say what was the origin of the fire. The general impression, however, is that some careless smoker threw a cigarette among the cotton bales and thereby caused the disaster.

The death of John Crafton, carpenter, was a sad one. He was in the upper portion of the boat struggling to get near the front end. The flames were twisting and sweeping all about him. He tried to reach the shore, but dropped and was burned to death before scores of people, who were unable to render him any help.

The second baker of the boat said Mr. Powell was standing near him when they jumped into the water. Powell, who could not swim, climbed on a floating cotton bale, but two deck hands jumped on the bale, turning it over and throwing Powell into the water, and

HE DISAPPEARED.

The boat was about fifteen yards from shore when a great many people plunged into the river, and several who reached the bank in safety became bogged in the soft mud, and so intense was the heat from the boat that they were burned to death before they could climb up the steep bank to the levees.

The fire was so rapid that, before the pilot had finished sounding three alarms of whistles, the entire boat from stem to stern was a roaring mass of flames, and the scene that ensued was terrible in the extreme. Men yelled and ran about the decks of the burning steamer like maniacs, and others, screaming at the top of their voices, threw themselves into the dark waters and were lost to sight in the twinkling of an eye. The second barkeeper said several persons near him struggling in the water begged for help, but he could not render them any assistance because the water chilled him to the marrow and his clothing clogged his every movement.

THE CABIN BOY,

who was the assistant of the steward, said the crew were aroused from their slumbers by the flames which roared over them, and they were compelled to dive headlong from the roof of the boat into the river, and many of them were burned to death while in the water.

This evening the impression prevails that the number of lives lost may not exceed 30, although, owing to the fact that the steamer's papers are all burned, it is difficult to get at the exact number of people on board the fated boat.

NEW ORLEANS, Dec. 25.—On the arrival of the train in this city, ambulances were at the depot, and all the survivors of the disaster who were suffering from severe burns were at once conveyed to the Charity Hospital. Steward Carroll says that the last of the lady passengers on the boat coming down got off at Baton Rouge. He claims that the passengers that were aboard at the time of the fire were Captain P. C. Montgomery, Mr. Harpin, of the Board of Underwriters, and a drover and his son. They were all saved.

THE NAMES

of the additional persons saved are Mary Ramsey, Priscilla Wright and Millie G. Enley, colored passengers; Will Marshall, cabin boy; John Jackson and Thomas Garrold, both seriously burned. There were on the *Hanna* 33 roustabouts, and 11 belonging to the *Josie*, which had been laid up at Monroe. Of these 33 are known to be saved, leaving 11 unaccounted for.

The following are additional names of the lost: John Carlowe and Jim Blank, colored roustere; Dick Blank, colored messroom tender; Steptoe, John and Monroe Diggs, cooks; a child of Priscilla Wright (colored).

A *Times-Democrat* special from Plaquemine gives the following account of the death of Captain Holmes:

The brave captain met a most awful death. He remained at his post of duty until every chance to

SAVE THE LIVES

of the passengers was gone; then he attempted to swim ashore, but it happened to be beggy, and he was soon to make frantic endeavors to extricate himself without avail. The burning boat was fast nearing him, and while on his knees in the mud he put his hands up to protect his face from the intense heat. It was an awful moment, for those on shore who were making every endeavor to relieve him with skiffs and ropes from the bank. One man went out to him and placed a buoy between him and the flames to protect him from the increasing heat. He said, "Never mind me; I'll be dead in a few minutes anyway." He was finally relieved from his position by fixing a rope around his body and dragging him ashore, but too late; he died about twenty five minutes afterward.

A STEAMER LOST.

PORTSMOUTH, N. H., Dec. 25.—The steamer "Silver Star" of Bar Harbor was sunk this morning about 1:30 o'clock. About three miles east of the Whalesback light she struck a sunken wreck, staving a hole amidships and filling with water. Captain Parker and the crew of eight men took to the boats, saving only the clothes they had on.

CRIMINAL CASES.

The Race Row at Wahalak.—A. C. P. Train Held Up, etc.

MUSKOGEE, I. T., Dec. 25.—A terrible tragedy occurred Sunday night five miles west of here on a farm occupied by a widow and her four children. Her ten-year-old boy went to a neighbor's on a visit Sunday, and when he returned home in the evening found his mother and twelve-year-old sister with their heads

BEATEN TO A PULP

with a large club which lay on the floor. The three-year-old baby in the house was alive. The eldest son, aged 16, was not to be found, and as he is known to be rather a hard character, and had frequent quarrels with his mother, it is supposed he in a fit of rage committed the murder.

CHARLESTON, W. Va., Dec. 25.—This afternoon Fount Horner, aged 20, became crazy with drink, and obtaining a club ran through the streets, knocking down and severely injuring several people. The last man he struck, Edward Ames, drew a knife and killed his assailant.

ST. LOUIS, Dec. 25.—The latest advices from Wahalak, Miss., the scene of the race troubles, are to the effect that three more negroes have been captured, but their names are withheld. From the prisoners just taken, it is learned that George Maury, Cash Maury and George Coleman were wounded in the fight of the 10th.

A TRAIN ROBBED.

SAN FRANCISCO, Dec. 25.—A dispatch received this morning says the overland east-bound Central Pacific train was held up by robbers near Clipper Gap in the Sierras and robbed of a large amount of money, said to be $50,000.

SACRAMENTO, Dec. 25.—The agent here of Wells, Fargo & Company's Express states it is probable the amount secured by the men who robbed the express car on the east-bound Central Pacific train last night, near Clipper Gap, will not exceed $800. The robbers boarded the train while it was running slowly through a snow shed. A package containing $10,000 in the express car was overlooked by the robbers.

DERAILED.

TRUCKEE, California, Dec. 25.—The express car on the east bound train was robbed last night two miles east of Clipper Gap. Express Messenger Johnson and his helper, Miles, were busy in the car, when suddenly the glass transoms over the doors were broken simultaneously, and two revolvers covered the messengers. Johnson was compelled to open the door and let the men in. One of the robbers then covered the messengers with revolvers, while the other took from the safe all the coin packages, which he placed in a bag. The men then jumped from the train, which was going slowly. When New England Mills was reached the messenger gave a description of the robbers, who were both young men, and horses were started in pursuit. Two tramps have been arrested on suspicion. The amount of loss is not known, but is reported to be several thousand dollars, although the express representatives say $1000 will cover it.

MORE TROUBLE AT BEVIER.

ST. LOUIS, Dec. 25.—Trouble has broken out afresh at Bevier, Mo., the scenes of the recent mine troubles. Today the negroes were the aggressors and not only did the negroes boisterous but attempted intimidation by the free use of firearms. The militia acted promptly, and tonight five of the ringleaders are in the guardhouse.

DISASTERS.

Accident on the Midland. — Numerous Fires, Etc.

NEW CUMBERLAND, W. Va., Dec. 25.—A fire originating from a gas jet destroyed Cott's drug store and jewelry store last night, together with Bosser's jewelry store, barber shop, four dwellings and several other buildings. The river cut the fire off from the rest of the town and was its only salvation. Total loss $15,000.

DENVER, Col., 25. — Meagre reports are received of the accident

ON THE MIDLAND

road, at Lime Creek, twenty miles west of Leadville, in which Brakeman T. Haslam and Fireman Robert Martin were instantly killed. The only particulars received are that a freight train from Aspen jumped the track in turning a sharp curve near Lime Creek, wrecking the entire train with the result above stated.

CINCINNATI, Dec. 25.—A fire which broke out early this afternoon in the works of the Jacobs Cordage Company, at Budd and Harriet streets, burned to ashes factories and dwellings, covering three acres of ground. The fire spread rapidly in the building in which it started, and soon extended to the yards of the Cincinnati, Hamilton & Dayton Railroad, which were filled with cars. These soon caught fire, and though but little wind was blowing, the

INTENSE HEAT

from the wooden building and cars sent the flames bounding over a large ground. The fire department worked with desperation, but despite their efforts, the Central Works, the Belt Street Furniture Company, the Central Furniture Association and the Queen Twine Company were soon in flames. From these buildings the fire spread rapidly to the adjacent dwellings and several were destroyed before the firemen could subdue the flames. The total loss will aggregate about $350,000, with insurance about half. Three firemen were quite seriously injured.

LONDON, Dec. 25.—The Axbord flour mills at Waltham have been burned. Loss, £90,000.

LAKE VILLAGE, N. H., Dec. 25.—George B. Beebon and B. L. Beebon, father and son, and Allen Neely were drowned in Round Bay, near here, this afternoon.

WHILE SKATING.

MARBLEHEAD, Dec 25.—A fire here tonight did great damage among the shoe factories.

The shoe business, which has been quiet for several months past, was just starting up, and many operatives will now be thrown out of work the entire winter.

The fire is still burning. It is impossible to get definite losses, owing to the great excitement prevailing among all classes.

At midnight it is estimated seven acres have been burned over, and the entire loss will be at least $500,000. Among the buildings that have been burned are the Powers block; Wm. Goldthwaite's three story building; Monroe's large shoe factory; a three story building occupied by dry goods stores and the Boston branch grocery on the first floor, the Masonic hall on the second floor, and a skating rink on the third; the four story Alleston block; the American Express building; Simon's variety store; the dwellings of Daniel Brodden, George Church and Thomas Fails; Metcalf's box factory, and other buildings.

TWO FAMILIES

lived in the Powers block where the fire originated, but fortunately escaped. Nearly the same locality was burned over about twelve years ago. The fire started in nearly the same place. Many of tonight's victims were also sufferers by the former fire.

GERMAN LETTER.

Christmas at Berlin.—Bismark's Illness, etc.

BERLIN, Dec. 25.—The burden of the Christmas comments of the press and pulpit revert to the anxieties prevalent at the same period for the last three years and to the existing prospects of peace. The weather has not been Christmas-like. Instead of crisp frost there has been a prolonged damp, cold weather, and the streets of the capital abound in mud. Last evening, after an imperial dinner at the palace, gifts were distributed to members of the household. The Empress and the Dowager Empress made unusually large purchases for distribution

AMONG THE POOR.

When the Emperor visited the Vulcan Ship-building Works, at Bredsten, Saturday, he was greeted by 3,000 workmen, who lined the approach to the works. A crown of laurels was offered to his Majesty, who, in accepting it, said:

"I thank you. These are the first laurels that have been offered me. I am happy to think they are laurels of peace."

When Lieutenant Weissmann returns from visiting friends at Lauterbatch, staff appointments for the Emin Relief Expedition will be necessarily delayed until the government's plans assume a more definite shape.

The chancellor's illness, which had given rise to alarming rumors in the Progressive press and French newspapers, does not hinder his work. He has wired his congratulations to Lord Salisbury regarding the English

VICTORY AT SUAKIN.

Prince Bismarck ignores the appeal of Sir R. D. Morier, British embassador at St. Petersburg, to authorize an official contradiction of the charges recently made by the *Cologne Gazette*, of his having anti-German leanings, and of having, while at Darmstadt in 1870, sent the first news of the advance of the Germans across the Moselle to London, whence the news reached Bazaine. The English embassy do not expect Prince Bismarck will direct the semi-official press to adopt a more moderate tone. On the contrary, they think unless the objects of the attack are attained he may order a more aggressive attitude.

Her Bleichroeder, the banker, was privately entertained at Friedrichsruhe yesterday. It is surmised that his visit is for the purpose of consulting with Prince Bismarck in regard to the coming

IMPERIAL LOANS.

Immediately after the visit the Frankfort syndicate which was arranging for the Bulgarian government received official notice that the issue of such a loan would be impossible in German territory.

More changes are being made in high military commands. General Winterfeldt, Governor of Mayence, has retired, General Yelbenitz replacing him.

Since the Emperor began the work of reforming the service, sixty-five generals have been placed on the retired list.

DYING FROM BLOOD POISONING.

HERR BOUNEN, President of the ministry of Gotha, is dying from blood poisoning caused by dye stuff in his hunting stockings.

The Gotha rifle factories at Spandau, Danzig and Erfurt are turning out 5,000 repeaters of a new pattern every month. At this rate it will not require long to arm the regulars and the Landwehr.

THE FRENCH

government, during the recent stay of the Russian grand dukes in Paris, offered to place the Lebel rifle at the disposal of the Czar, on condition that the whole Russian supply should be made in France. The Czar has as yet come to no conclusion regarding the proposal. Although neither the Austrian Mannlicher nor the German repeater are smokeless like the Lebel rifle, both are believed to be reliable.

"When I am President."

PARIS, Dec. 25.—General Boulanger's cause has received an immense accession in the candidature of General Montalbon for a seat in the Chamber of Deputies. His appearance as a candidate in the Department Somme, joined with General Boulanger, opens favorably for the Boulangists' most momentous election campaign. The ministers felt the danger greatly, and today they held a council at the Elysee to consider how to face the situation. General Montalbon's election address is a frank espousal of the Boulanger programme. He denounces the Chamber of Deputies and demands the summoning of the constituent assembly as alone competent to express the national will.

General Boulanger in an interview today said: "The first act of my government, if the country raises me to the Presidency, will be to repeal the laws relating to banishment, readmit everybody, and open to all Frenchmen France I love so well."

The Anarchists.

CHICAGO, Dec. 25.—A Christmas tree surmounted by a red flag several yards long, was the centre around which danced tonight, in Arbeiter hall, scores of anarchists and socialists, with their scarlet decorated wives and children. The gifts from the tree were distributed to the youngsters in the regulation Christmas fashion. Then came a speech from Paul Grottkau, who, the Supreme Court of Wisconsin has just decided, still owes the state penitentiary several months' service for his part in the Milwaukee riot. Unlike on former occasions, Grottkau's remarks this evening were studiously free from anything incendiary. Christmas, he explained, was not a time for a discussion of economics. The bitterest remark of Grottkau was that if Christ himself came here today and preached the doctrine of communism, which his followers practiced, he would, judging from recent events, be hanged.

Epoch.

The transition from long, lingering and painful sickness to robust health marks an epoch in the life of the individual. Such a remarkable event is treasured in the memory and the agency whereby the good health has been attained is gratefully blessed. Hence it is that so much is heard in praise of Electric Bitters. So many feel they owe their restoration to health, to the use of the Great Alterative and Tonic. If you are troubled with any disease of Kidneys, Liver or Stomach, of long or short standing you will surely find relief by use of Electric Bitters. Sold at 50c. and $1 per bottle at A. C. Smith & Co's Drug Store. 3

Their Business Booming.

Probably no one thing has caused such a general revival of trade at A. C. Smith & Co's Drug Store as their giving away to their customers of so many free trial bottles of Dr. King's New Discovery for Consumption. Their trade is simply enormous in this very valuable article from the fact that it always cures and never disappoints. Coughs, Colds, Asthma, Bronchitis, Croup, and all throat and lung diseases quickly cured. You can test it before buying by getting a trial bottle free, large size $1. Every bottle warranted. 3

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For winter. Cold Weather is bound to come. Don't wait. Now is the time to supply yourself with Winter Clothing. We have never been able to show such an immense line of Winter Goods as we are this season. Our line of Overcoats is simply immense. Our $6.00 Overcoats and $7.50 Ulsters are not to be equalled in this town for $10.00; in higher grades, ranging from $12.00 to $20.00 are the art of perfection. Our Satin Faced and Silk Lined Fall Overcoats in every shade imaginable, fairly astonishes our customers. No house in the country can show such a line. For Young Men, Boys and Children we are always in the lead and show a line that will please everybody. We are unable to specify for want of space. Our three immense floors are filled with Goods from top to bottom, and will be pleased to show you our Great Display, whether you intend purchasing or not.

Our popular Prince Albert and Full Dress Suits are the talk of town and will cost you less than one half from merchant tailor's prices, and fit and make guaranteed first-class in every way.

Save money by buying one of our Suits—Our reputation for good Goods is known by all.

OUR SUIT DEPARTMENT.

Our Stock in this Department is so well known by everybody that we need say but very little. We never stop getting in New Styles Always something new to show you. In low grades of Suits, such as $5.00, $6.00 and $7.50 Suits for men, we will surprise you what you can get for a little money. Our $10.00 All Wool Suit is the rage of the town, fully worth $15.00. Our $15.00 All Wool Scotch Cheviot Suit cannot be bought at any place for less than $20.00; this makes an elegant business suit, well trimmed and handsomely gotten up, they are simply elegant. Our grades of $20.00 and $25.00 Suit are equal to merchant tailor's make. In Prince Albert Suits, which are so popular, we have just added a $30.00 suit, handsomely gotten up, with silk facings in black and blue shades and perfect in every respect. Even the Nobby Young Boys can be supplied with a Prince Albert Suit in ages of 16 to 18 years.

Our Children's Clothing Department is always complete in all the grades, from the cheap to the high grades.

Our other Departments in Furnishing Goods, Hats, Fine Shoes for Men and Boys' wear is constantly replenished and can always find what you require.

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