

## KINDLE TALKS OF FREIGHT RATINGS

Denver Expert Says Utah and Colorado Are Discriminated Against.

SHOWS FIGURES IN PROOF.

Tables and Charts Displayed Before Businessmen, Used to Illustrate Points in the Discussion.

That the western shipper is confronted with the solution of the question of equalizing freight rates—as distinguished from merely emphasizing the point most strongly emphasized by George J. Kindle at the Commercial club last evening, Mr. Kindle has from Denver, and is accredited an expert on rate matters. The meeting was held in the club under the auspices of its traffic bureau. A large gathering of businessmen from all classes of commercial pursuits including many prominent officers of the railroads was present to hear Mr. Kindle and the meeting at times grew to such a point that the interest of his listeners was tense. Mr. Kindle was introduced to the meeting by Charles A. Quigley on behalf of the club.

Fairer rates, said Mr. Kindle, are to be sought. Rates are needed which shall be relative to the bearing and based upon a uniform and fair classification. Mr. Kindle declared that the railroads are not hauling freight for long distances for less than the rate if they were, they would not extend their lines. Because it is against the law to haul freight for less than cost it follows that the haul the less the rate per ton mile, while in the west exactly the opposite condition prevails.

### LOCAL CONDITIONS.

To the wool men, Mr. Kindle said: "It costs you Utah wool men \$158.00 more to ship your clips to Boston from this state each year than it would if you lived on the Pacific coast and shipped your wool 600 miles farther."

Referring again to a particularly local subject, Mr. Kindle said that the steel in the Newhouse buildings, 2,750 tons in bulk, was hauled from Pittsburg at a cost of \$1.10 per hundred pounds, whereas, if it had been shipped from the same consignment point to San Francisco it would have been hauled through Utah and on to the coast at a cost to the shipper of 75 cents per hundred pounds, making a difference of \$1.25 per hundred pounds. Mr. Kindle said that the Salt Lake builder pays to the railroad as much as \$1.50 per hundred pounds for the same material, and that for freight charges from Pittsburg to this state \$3,550 more will be paid than if the consignment were shipped all the way to the Pacific coast.

A word of advice was given to the business men by Mr. Kindle. "All you need is to fight," he said, "show teeth and fight. The railroads have long since given up the spirit of fairness and have fixed the rate question, not by what the people should have, but by what the people will stand. Every state in the Union with the exception of Utah and Colorado gets the advantages of the reduction for the long haul. Yet Utah and Colorado pay 41 mills per ton per mile while Spokane pays 30 and along the coast they pay 16."

### SHOWS UP UNION PACIFIC.

"You take the case of the Union Pacific," continued the speaker, "that carries coal from Missouri points to Reno, Nev., for the same distance that it will carry the same amount from Colorado to Omaha. In the case of books, a shipment will come from New York to Utah in less than car lots for \$5.33 and the same shipment will be carried to San Francisco over the same line for \$2."

Discrimination shows again, said he, in the minimum rate clause. To the coast a shipment of 10,000 pounds is classed as a car lot, while to Utah and Colorado points a 40,000 car is required, he said.

In answer to Parley L. Williams, of the O. S. L. legal department in this city, who interjected a question, Mr. Kindle said that a rate of 7 mills per ton per mile on coal from Wyoming was not high, but that the probably some other company in another part of the immediate vicinity of the country was suffering. Mr. Williams shot back the remark that the talk had but "few kernels and lots of shaft."

### HAVE A RIGHT TO FIGHT.

In the course of his remarks Mr. Kindle protested that the business men of Utah and Colorado have been on their side. In this connection he said: "We have just as much occasion to arise and fight for our rights and right the wrongs as our forefathers had back in the revolutionary days. We are unjustly taxed and those gallant ancestors of ours who fought the Tories were ashamed of us if they knew how meekly we act."

"I may be called a crank in my fight for fair treatment by the railroads, but they respect me. They have offered me their passes and plenty of influential positions as traffic manager to shut up, but I refuse to be bought off or bribed. I'm still fighting. The man who won't

**U. of U. 21**  
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Who knows how to play football? Utah.

And the Girls got Sweet's Society Choc-lates

**Dainty Pastry With Your Lunch.**  
Always Fresh at The Royal Cafe.

**Pure Drugs and Prescriptions our specialty.**  
"Ray Drug Company."

Headstone lettering carefully done.  
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## "Truform" BACK SUPPORT BRACE

Causes no annoyance to wearer. It expands the chest and makes the lungs and other vital organs healthy by giving them freedom of action.

Men's \$1.50 a Pair.  
Ladies' Upright \$1.00  
Truform \$2.00



**DRUG STORE.**  
The Pure Drug Dispensary  
112-114 So. Main Street

stand up and fight for his rights is a chump and they despise chumps.

Utah citizens would be aroused to the situation if they only studied into this question. The trouble is that you're mentally lazy.

Mr. Kindle challenged any railroad man who was here a number of present to dispute any statement he made. He personally challenged General Freight Agent Reeves of the Oregon Line to substantiate or dispute his statement.

"I came here for information," replied Mr. Reeves, smilingly.

The very vitality of a community depends, said Mr. Kindle, upon fair and equitable freight rates, this being the means of assisting business, while a negative condition means the ruin of all that is vital commercially. Fair transportation, he said, like free circulation, means life, while discrimination "transportation means death."

Mr. Kindle said that the railroads have often jeopardized by those who are willing to adjust with slight reductions rather than fight for fair treatment.

### GOES AFTER COMMISSION.

He characterized the work of the interstate commerce commission as of no effect and wasteful. The members are paid \$200 a day for doing nothing, he said. In many cases, he said, they had long good service in the past, but in considerations of great moment, he declared they have been inactive where they should have insisted upon better rates.

### DISPLAYS TABLES.

Tables displaying commodities in which peculiar freight conditions prevail, were shown; and Mr. Kindle declared that the railroads cannot be explained by railroad men.

In the case of first-class freight rates, he showed that the rate, per 100 pounds, between Chicago and St. Louis, a distance of 1,000 miles, was \$2.55, divided so that between Chicago and Missouri river points, a distance of 1,000 miles, was \$1.50, and between those points and St. Louis, a distance of 1,000 miles, was \$1.05.

On the other hand, the rate between Ogden and Colorado points, a distance of 500 miles, the rate was \$1.54, and between those points and Chicago, was \$2.05. Mr. Kindle said that the rate for the 1,000 miles between Chicago and Colorado points should be the same as between Missouri river points and Chicago for the same distance, when the rates for the shorter distance were so different. In this case Mr. Kindle claimed that if the rates and difference in density of population made no difference in the long haul, it should make no difference in the short hauls.

### OTHER CHARTS SHOWN.

Other charts showed that it was possible to ship goods from Chicago to San Francisco and back again to Salt Lake City at a slightly less rate than that charged by direct route from Chicago to Salt Lake City. One means of bringing the railroads to terms was to erect a warehouse at Sacramento, to ship goods from Atlantic coast, or other eastern points to the warehouse, and reship to Salt Lake City, thus securing the benefit of the long haul over the railroad line, and gaining a slightly lower freight rate.

Some of the freight rate handicaps imposed on Utah were illustrated by Mr. Kindle as follows:

Bar iron from Pittsburg to Utah, \$1.27; to San Francisco, 75 cents farther, 75 cents.

Bolts and horse shoes to Salt Lake, \$1.27; to San Francisco, 30 cents farther, 30 cents.

Fruit jars from Missouri river (no water competition) to Salt Lake, \$1.06; to San Francisco, 75 cents.

Beer, Chicago to Winnemucca, Nev., \$1; from Salt Lake to Winnemucca, 75 cents; from Chicago to Salt Lake, 75 cents.

Cotton piece goods, New York to San Francisco, all rail, \$1; from New York to Utah points, sea and rail, \$2.15.

Books, New York to San Francisco, \$2; New York to Salt Lake, \$3.52.

Carpets, New York to San Francisco, car lots, \$1.75; New York to Salt Lake, \$3.

Rubber boots and shoes, New York to San Francisco, \$1.35; to Utah, \$3.02.

By shipping in carload lots from New York to San Francisco and then reshipping back to Salt Lake, local merchants can save 13 cents a hundredweight.

In the case of thermometers, the rates allow one to be shipped to San Francisco as hardware at \$2 a hundredweight. When they are shipped in Utah instead of going through the additional 750 miles they are classed as "scientific instruments" and the railroad charge the Utah dealer \$6.18 instead of \$3 to the coast.

Mayor Bransford and Mr. Halloran, president of the Commercial club sat near the speaker, and joined in laughing and applauding the points he scored. Mr. Kindle was not slow in referring to Salt Lake's business men as "chumps," or something worse, and he advised using the papers constantly to "hammer the railroads till the back of the room creaks." "What if the papers are owned by the railroads?" "Start another paper," was Mr. Kindle's response. "They'd soon own that," came back the voice. "Then print the country with them," answered Mr. Kindle, and the voice subsided. This episode of the way was supported by any one of the morning papers.

### MIND YOUR BUSINESS!

If you don't nobody will. It is your business to keep out of all the trouble you can and you can and will keep out of liver and bowel trouble if you take Dr. King's New Life Pills. They keep biliousness, malaria and jaundice out of your system. 26c at Z. C. M. I. Drug store, 112-114 Main street.

**Dainty Pastry With Your Lunch.**  
Always Fresh at The Royal Cafe.

**Pure Drugs and Prescriptions our specialty.**  
"Ray Drug Company."

Headstone lettering carefully done.  
Elias Morris & Sons Co., Opp. south gate Temple block.

## WHAT ATTRACTION THE ARMY OFFERS

Lieut. Goedecke, in Charge of Local Recruiting Office, Talks Of the Service.

INCREASED PAY IN ALL ARMS

Sergeants of Experience Receive Compensation Equal to \$100 Per Month in Civil Life.

Army recruiting in this city is progressing at a fair rate, but is becoming more circumscribed as certain branches of the service are filled up. No more raw recruits are received for field artillery here, and no more recruits are received for the marine corps at naval recruiting stations, as those branches of the government service are full. However, re-enlistments in the cavalry service are received, as it is desired to retain experienced men. At arsenal or ordnance stations, such soldiers as may be needed there for clerical work and guard duty are drafted from other arms of the service, and no new enlistments are put in there. New men are needed in the infantry, coast artillery, hospital and signal corps, and in the cavalry, where promotion is occurring in the two latter branches.

Lieut. Goedecke of the Seventeenth station in this city and Ogden, called attention today, when a "News" representative called on him, to the advantages offered to a young man for enlistment in the army. He said applicants must be between 18 and 35 years of age, of good character, temperate, have no criminal record, must be able to read, write, and speak the English language. Young men between 18 and 21 will only be enlisted with the consent of parents or guardians, and married men will only be received upon approval of the regimental or post commander. To get into the engineers or signal corps, something of a technical education is required, including a high school education. The minimum weight for all arms of the service is 128 pounds, and the maximum weight 200 pounds, except in the cavalry, where the maximum is 165 pounds. The minimum height is 5 feet 4 inches for all arms of the service. Extra height in the infantry, coast artillery and engineering is required, including a high school education. The minimum weight for all arms of the service is 128 pounds, and the maximum weight 200 pounds, except in the cavalry, where the maximum is 165 pounds. The minimum height is 5 feet 4 inches for all arms of the service. Extra height in the infantry, coast artillery and engineering is required, including a high school education.

### CONTINUOUS SERVICE.

For continuous service the pay of enlisted men is increased as follows: For those whose initial pay is \$36 or more an increase of \$4 a month for each year of continuous service. For a further increase of \$4 a month for each year of subsequent enlistment up to and including the seventh. For those whose initial pay is \$21, \$24 or \$30, an increase of \$3 a month for each year of subsequent enlistment up to and including the seventh. For those whose initial pay is \$15 or \$18, an increase of \$3 a month for each year of subsequent enlistment up to and including the seventh. For those whose initial pay is \$15 or \$18, an increase of \$3 a month for each year of subsequent enlistment up to and including the seventh. For those whose initial pay is \$15 or \$18, an increase of \$3 a month for each year of subsequent enlistment up to and including the seventh.

### FOREIGN SERVICE.

The pay of enlisted men "serving beyond the limits of the nearest coast to the United States and the territories of the United States contiguous thereto (excluding Porto Rico and Hawaii)" is increased 20 per cent, and the same of service is received from the date of departure from the United States to the date of return thereto. Increase accrues on additional pay charged at the expiration of his term of enlistment, or on account of disability, his travel pay allowed to carry him to the place of enlistment. By care and economy a soldier can save from his clothing allowance a considerable sum, and he may also save from his food allowance by depositing his savings in sums of not less than \$5 with any army paymaster, and for sums so deposited for the period of six months or longer, the soldier on his discharge will be paid interest at the rate of 4 per cent per annum. These deposits are not forfeitable except by desertion.

### RETIREMENT OF SOLDIERS.

Soldiers who have served honestly and faithfully for 20 years, or who have any other person previously designated by him is entitled to an amount equal to six months' pay at the rate received by him at the date of death, less \$35 or such part of that sum as is expended by the government for interment.

### RAV' LUNGS.

When the lungs are sore and inflamed, the germs of pneumonia and influenza find lodgment and multiply. Foley's Kidney and Lung Pills, the cough cures, the most obstinate, racking cough, heals the lungs, and prevents serious results. The genuine is in the yellow package. F. J. Hill Drug Co., "The Never Substituted."

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## EARNINGS OF SALT LAKE ROADS

Summary of Reports to Interstate Commerce Commission by D. & R. G. and S. P. L. A. & S. L.

SHOW INCREASE OVER 1907.

Reports Cover Month of September And Quarterly Period Ending Sept. 30 of Present Year.

The report of revenues and expenses of the Denver & Rio Grande and the Salt Lake route for the month of September, 1908, and for the quarterly period ending, Sept. 30, 1908, has been submitted to the interstate commerce commission at Washington. The figures for the month of September on the D. & R. G. are as follows:

Operating revenues: Freight, \$1,227,160; passenger, \$556,319; total, \$1,783,479.

Operating expenses: Maintenance of way and structures, \$234,256; maintenance of equipment, \$270,008; traffic, \$14,766; transportation, \$587,037; general, \$45,204; total, \$1,171,210.

Net operating revenue \$788,038; outside operations, \$11,557; taxes, \$47,000; operating income, \$742,595; increase as compared with September, 1907, \$60,384.

For three months, ending Sept. 30, 1908, the report shows: Total operating revenues, \$5,428,516; total operating expenses, including maintenance of way and structures, \$4,314,973; net operating revenues, \$2,113,543; outside operations, \$32,910; taxes, \$192,000; operating income, \$1,953,453; increase as compared with September, 1907, \$246,846.

### SALT LAKE ROUTE.

The report of revenues and expenses of the Salt Lake route for the month of September, 1908, and for the quarterly period ending, Sept. 30, 1908, are as follows:

Operating revenues: Freight, \$347,500; passenger, \$200,768; total, \$548,268.

Operating expenses: Maintenance of way and structures, \$102,441; maintenance of equipment, \$78,885; traffic expense, \$25,884; transportation expense, \$181,375; general expense, \$15,724; total, \$404,310.

Net operating revenue, \$178,281; outside operations, \$1,727; taxes, \$24,732; operating income, \$165,276; increase as compared with Sept. 1907, \$121,263.

For the three months of the fiscal year ending Sept. 30, 1908, the figures are as follows:

Total operating revenues, \$1,654,559; total operating expenses, \$1,171,802; net operating revenue, \$482,757; outside operations, \$4,921; taxes, \$66,732; operating income, \$521,946; increase as compared with similar period in 1907, \$113,611.

### RAILROAD IN COURT.

Union Between Government and Oregon Road in Progress.

Portland, Or., Nov. 17.—The litigation between the United States government and the Oregon & California Railroad company in which the government seeks to have declared void the company's land grant in Oregon, valued at about \$4,000,000, made its first appearance in court yesterday when Judge John C. Smith decided that the United States district court could not entertain a separate action against the railroad company institut up to and including the seventh. For those whose initial pay is \$21, \$24 or \$30, an increase of \$3 a month for each year of subsequent enlistment up to and including the seventh. For those whose initial pay is \$15 or \$18, an increase of \$3 a month for each year of subsequent enlistment up to and including the seventh.

### DISCUSS STEERAGE RATES.

Representatives of Trans-Pacific Lines Meet at Seattle.

Seattle, Wash., Nov. 17.—Representatives of the Trans-Pacific lines met yesterday to discuss the question of steamer rates between this coast and Japan and China. The lines attending the conference were: Canadian Pacific, Pacific Mail, Great Northern, Nippon Yusen Kaisha Waterhouse-Weir, Oceanic Steamship and China Mutual Steam Navigation company. The first three lines, under the agreement, charge \$51 for steamer passage, while the other two are allowed a rate of \$42.50 owing to lower speed, by which the slower steamers. The standard line desired to have an even rate established, claiming that the faster service brought them no additional business. The conference finally decided to leave rates as at present. Another session will be held in January or February to discuss the matter further. This meeting will be at the call of Chairman A. B. Calder, general agent of the Canadian Pacific railway.

### IF YOU ARE OVER FIFTY READ THIS.

Most people past middle-age suffer from kidney and bladder disorders which Foley's Kidney Remedy would cure. Stop the drain on the vitality and restore needed strength and vigor. Commence taking Foley's Kidney Remedy today. F. J. Hill Drug Co., "The Never Substituted."

### DESIRES A CORRECTION.

Mrs. Amanda E. Vance or Ward, mention of whose recent divorce action appeared in the "News" Saturday, desires it known that she did not re-marry within a few days of her first divorce which was in March of this year, but that her second marriage was consummated in the July following. Mrs. Vance or Ward tendered the following for publication today:

Mrs. Amanda E. Vance was divorced from George E. Vance, March 2, 1908, by the superior court of the county of Salt Lake, Utah. She was then married in about a month from the time they were married, while she was suffering from an operation in St. Mark's hospital.

### WINTER BLASTS.

Winter blasts, causing pneumonia, pleurisy and consumption will soon be here. Cure your cough now, and strengthen your lungs with Foley's Honey and Tar. Do not risk starting the winter with weak lungs, when Foley's Honey and Tar will cure the most obstinate coughs and colds, and prevent serious results. F. J. Hill Drug Co., "The Never Substituted."

### GREEK COMMUNITY ELECTION.

At a meeting Sunday of the Greek community of Utah the election of the following officers was effected: N. P. Stathakos, president; N. Barlas, vice president; A. Papanikolaou, secretary; K. Papanikolaou, treasurer, and trustees, K. Charalambos, P. Vlahos, K. Rossini, O. Papanikolaou, George Christofilis, and A. Dokos.

## MINT CLERK ON WITNESS STAND

Tells of Receiving Gold Shipments From Gregory's Salt Lake Address.

WHERE COINS WERE PASSED

Peculiar "Feel" of "Sweetened" Money Aroused Suspicions of Clerks And Waiters.

The chief witness for the prosecution in the United States court this morning, in the case of Eben J. Gregory, charged with defrauding the government by "sweetening" gold coins, was Edward P. Leach, chief clerk of the United States mint at Denver. Mr. Leach testified that he had received two communications from a party signing the name of J. A. McEwan, from 234 north First West street, Salt Lake City, the same being the address of the defendant. The communications accompanied shipments of gold bullion to the mint at Denver, and were in relation to the weight of the gold bullion forwarded and contained instructions as to remitting money for same. These two shipments of ore were made early during the present year, and after passing through the machinery of the mint, the ore was certified to and the money forwarded to the party as requested in the letters.

Mr. Leach gave an interesting description of the way ore and bullion is handled at the government mint, before any cash is paid out on any shipment. The gold when first received is weighed by a weighing clerk, then it is checked by a checking clerk; then it is melted; after that it is again weighed, to determine what loss was sustained in the melting process. The gold then goes to the assayer of the mint, who assays it as to its fineness, and the quantity of gold, silver and base metals it contains, and it finally goes to the calculator, who calculates the value of the shipment, and a check for the value is made out according to his figure.

### WITNESSES HAD COIN.

Among the other witnesses examined for the government were Chas. Billings, a clerk in the Saville Cigar store, at 73 west Second South street, and Wm. M. Toms, chief cook of Spurey & Melrose's lunch counter on east Second South street. Mr. Billings testified that he had received several gold pieces from Gregory and that finally his suspicions were aroused by the peculiar "feel" of the pieces, and he refused to accept them afterward. They were chiefly of the \$10 and \$20 gold pieces, and Gregory was in the habit of presenting a \$10 piece in the purchase of a 5 cent cigar. Witnesses stated the gold pieces "felt smooth" and that they grew suspicious of them and declined to accept them in payment for cigars.

Mr. Toms created considerable merriment in the court by the answers he gave to Mr. Hoffman, attorney for defendant, in his cross-examination. He said he was chief cook, head waiter and night cashier of the establishment in which he was employed, worked several shifts during the day and night, and checked up the men in the kitchen and the bar. "In fact, you are the grand old captain of that institution?" said Mr. Hoffman.

"Yes, sir, I am," replied the witness, "is face suffused with blushes."

Mr. Toms said he also had received gold pieces from the defendant at different times, and that finally he became "tired" of the gold pieces and refused to take them himself and instructed everybody else in the lunch room to refuse them. He told of an instance when Gregory offered a gold piece in payment for a meal he had eaten, after witness had "got next" to what the coins were. He said Gregory, stepping into a bank, near by, and soon returned with change, with which he paid his bill. "But I would not take the gold," said witness, "because I had a hankering for it right then."

Witness stated that he had told a man by the name of Elmer Gorman about Gregory and his coins as early as the summer of 1907. Gorman was an agent of the government secret service office at Denver. He had told another man by the name of McLaren about his suspicious coins, "because," said the witness, "he was a friend of Gregory's."

### THE "SWEATING" PROCESS.

State Chemist Herman Harms, who testified in the case yesterday afternoon, told how the process of "coin sweating" is performed. "United States gold coins are about 90 per cent pure gold," said he, "and 10 per cent copper. In order to steal gold from a coin, it is necessary to subject the coin to a bath in a mixture of nitric and muriatic acid, by which the gold is dissolved. After remaining in the mixture a short time the coin is taken out and the gold is gathered by either of several processes. One of these processes of gold reclamation is called precipitation; another is known as electrolysis, and a third method is by evaporation. The method of electrolysis is used when some foreign metal is used on which the gold has been dissolved, and it clings to the base metal. A current of electricity applied to the iron assists the process. The iron is then heated and the metal forms into a button and is secured by means of some fluxing agent."

### HOW IS YOUR DIGESTION?

Mrs. Mary Dowling, of No. 228 8th Ave., San Francisco, recommends a remedy for stomach trouble. She says: "Gratitude for the wonderful effects of Electric Bitters in a case of acute indigestion, prompts this testimonial. I am fully convinced that for stomach and liver troubles Electric Bitters is the best remedy on the market today. This great tonic and alterative medicine invigorates the system, purifies the blood and is especially helpful in all forms of female weakness. 50c. Z. C. M. I. Drug store, 112-114 Main street."

### MADE UP OVERCOATS, TROUSERS, SUITS—TALOR MADE. Big saving. Danica.

### R. E. Evans, Florist, 36 S. Main St.

Floral designs a specialty. Phone 961.

### AMUSEMENTS.

"Theater"—The play of "Checkers" a lively, sporting comedy or melodrama, renowned as one of the best money makers of recent days, was on its third visit to Salt Lake last night, which accounts for the rather light turnout. Up stairs the gathering was tumultuous, but in the parquet there were many vacant seats.

The presentation includes all the old favorites, and the cast is almost identical with that of the play on its first

rendition. The principal work is in the hands of Mr. Roberts as Checkers, Mr. Braham as Miller, and Miss Dixon as Cynthia, three people whose cleverness is undeniable, though their slang after a time becomes monotonous. The big feature of "Checkers," however, will always remain, not the people employed in it, but the stage management of the crowds in the racing episode, which last night went as well as ever, and was as hilariously applauded as ever. "Checkers" runs tonight, tomorrow afternoon and evening.

The advance sale for Louis James' production of "Peep Gyp" began at the box office this morning.

Colonial—Nordica is due in the city tonight or early tomorrow. Her program is unannounced and includes several German and English songs, the latter being "Hall Bounteous May," "Angels Ever Bright and Fair," "The Serenade" by Strauss, and "Now Sleep the Crickets." The big Wagnerian number of the night, rendered in German, will be the aria from "Tannhauser."

Orphan—If continuous and general applause and numerous curtain calls are an index of an entertainment, this week's bill at the Orphan was voted by last night's audience to be on the happy side of the line which divides the superior from the mediocre. In its entirety, however, the program is perhaps not as strong as that of the preceding week. "Lucky Jim," a dramatic sketch in two scenes, starring Jane Courtship was very well received. The drama is set in a California mining camp in the early '80s, and recalls most vividly Bret Harte's tales of that time, in which the extremely human, pitiful emotions for the good and bad are thrown on the wildness of the Sierra Nevada with the rough, inflaming prospector element as a background. The scene is quite effective. It repeats the story of a man who, through the purple grey of the evening, with a waterfall in the foreground. On the side is the warm interior of Lucky Jim's cabin, Lucky Jim with the story of why he came to California and in connection with a woman on the other side of the Rockies.

The Saytons and Grassys, two European variety acts, were entirely up to the standard. The Saytons have added an alligator feature to their contortion act, and the Grassys have added a dancing act to their production. The Wilson Brothers, German comedy act, was an absurd piece of buffoonery, but it carried and proved highly amusing. In reality people laugh at themselves for laughing at the some things. Cook and Brody, jugglers, performed old feats poorly. Henry Clive and Miss Walker gave the impression of not being acting, and Mr. Clive depends too much on his good looks. "Spoonville" was well gotten up, but it did not go altogether smoothly. The rest of the bill was on the fair order.

### Grand—An audience that comfortably filled the house, was at the Grand last night to witness the offering of the first half of the week, "A Cowboy Girl." The piece is lively and interesting from start to finish, and that it was enjoyed was evidenced by the hearty applause that greeted the players at frequent intervals. A might be surprised from its name, the play is entirely western in character, and the