

MAIL RACE FOR

Harriman Lines Working on a New Schedule for Nos. 9 and 10.

SANTA FE IN FIRST PLACE.

Southern Route to Date is Beating Its Rival Into San Francisco Despite Best Efforts.

The Union Pacific, Oregon Short Line and Southern Pacific are out after that fat mail contract—so is the Santa Fe.

At the present time the operating departments are working on a still better schedule for No. 9, the all mail train recently put into commission, and indications are that the record time made by the Harriman-Allice Roosevelt special will be smashed to smithereens.

Right now the fast mail train is making better time than has ever been kept up on the Harriman lines. Despite this the Santa Fe has called the raise and is still leading the Union Pacific to the home plate.

The big contract for carrying the government mail across the continent is to expire in a short time and the Santa Fe and Missouri Pacific are making strenuous efforts to capture this plum.

The Union Pacific realizing the danger on Jan. 1 put on a fast schedule and established two exclusive mail trains each day. No. 9 westbound, and No. 10 eastbound. To keep up its present schedule No. 9 must average 42 miles an hour on the Union Pacific and Short Line.

Then it was that the Santa Fe woke up and began putting mail into San Francisco ahead of the Southern Pacific. Incidentally the famous run of Scotty's special train opened the eyes of the government as to what this road could accomplish.

Now comes the word that the Union Pacific proposes to rush its mail through from Omaha to Green River, a distance of 827 miles, in 17 hours, which means an average speed of 48 miles an hour.

The Short Line and Southern Pacific also are trimming down the running time—that will call for 70 miles an hour on level terrain.

It is confidently anticipated that the Santa Fe will meet this also and accordingly there will be a lively race until the limit is reached.

WRECK ON RIO GRANDE.

Pacific Coast Limited Plunges Into Freight at Bingham Junction.

There was a bad yet lucky collision on the Rio Grande Western at 2:30 p. m. Saturday at a point about a quarter of a mile east of Bingham. The passenger train No. 1, known as the Pacific coast limited, over an hour late and sailing along to make up lost time, plunged headlong into a freight engine. The crews of both engines jumped in time, the fireman of the passenger making a record jump of some 70 feet before he settled down. The force of the impact that the freight engine was sent back over the line for a quarter of a mile before it finally stopped, a mass of junk.

The passengers got a great shaking up but escaped with some minor cuts and bruises. The windows in every car were smashed and flying glass filled the air, while the baggage car and contents were demolished.

Among the passengers slightly hurt were Mrs. W. A. Dilworth of Omaha, who was en route to San Diego, Cal. She was standing in the aisle putting on her coat when the engines struck. She was thrown with considerable violence and rendered unconscious for 20 minutes. Atty. J. M. Hamilton of the city, who was returning from Provo, was badly bruised and had some teeth loosened, and J. P. Euzanes, a Bingham miner, was thrown against a seat and hurt his chest. None was so badly hurt that it required removal to the hospital.

The passengers were brought on to Salt Lake in a caboose and a wrecking outfit was sent to the scene and the wreck picked up with the minimum of delay. Many of the passengers lost their baggage and the claim agent has been kept busy settling, but taken all in all, it was a lucky wreck.

D. & R. G. IMPROVEMENTS.

Officials Map Out Some Important Changes in New York.

Vice President Charles H. Schlaacks and General Manager A. C. Ridgway of the Denver & Rio Grande have been in New York conferring with President E. T. Jeffery and the directors of the road concerning a number of contemplated changes on the system. The principal improvement under discussion is said to be the change of all narrow gauge lines to standard gauge. Most of this trackage is embraced in the Rio Grande Southern & Colorado. There is also a possibility of double-tracking the main line between Pueblo and Denver. Another proposition under discussion is said to be the installation of electric motive power at some points, the purchase of new machinery for the shops at Burdham, the enlarging of the shops and roundhouse at Pueblo, and, last but not least, the building of a big shops at Salt Lake.

The company is shulping money on hand at the present time and recently advanced \$2,000,000 to the Western Pacific, nevertheless it still has a surplus to devote to improvements, all of which is gratifying to the stockholders.

IN WYOMING.

Latest Rumors Regarding the Burlington and Chicago & Northwestern.

(Special to the "News.") Cheyenne, Wyo., Jan. 29.—The report is in circulation here that the Burlington will soon apply for right-of-way from its present terminals on Capitol avenue west through the heart of the city to the Colorado & Southern roundhouse in west Cheyenne. The purpose of the Burlington is either a connection with the Colorado & Southern to its other terminal at Guernsey or the building of an extension to that city or to a connection in central Wyoming with an extension westward from Guernsey toward Salt Lake City. The Burlington surveys who it was claimed were at work on a survey for the line westward from Guernsey last fall started work only a few miles from Cheyenne and this tends to confirm the report of the Burlington's extension northward.

Lander, Wyo., Jan. 29.—Three large outfits are now at work on the further extension of the Northwestern toward this city, despite the persistently circulated rumors that the road would stop work at Shoshoni, and it is positively stated by officials of the Northwestern that that road will reach this city before June 15, 1906, the date set for the issuance of the President's proclamation opening the reserve.

World, Wyo., Jan. 29.—The Bur-

lington announces that it is its intention to build large warehouses here which will be the southern terminus of its Frank extension for the storage of wool raised in and about World. Stock yards will also be put in.

SWITCHMEN'S SOCIAL.

Wives of the members of the local branch of the Switchmen's Union of North America gave a social last night at Labor hall to the members of the organization. This was a preliminary to the formation of a club that shall be to the mutual benefit of the members of the order and their families. Mrs. E. L. Hoover, Mrs. M. L. Woods, Mrs. Kate Smith and Mrs. Mary Cox were the originators of the movement and practically every member was present. A. C. Wilbur, master of the local lodge, gave a brief talk. Refreshments, music, solos and stereoscopic views went to make up a pleasing evening.

R. E. ROLAND WEDS.

R. E. Roland, chief clerk of the joint ticket agency here has at last come to the conclusion that it is not good for man to live alone. Accordingly there was an interesting ceremony at the residence of Mr. and Mrs. Mary Cox, Potter, 744 Fifth East, Saturday evening when Miss Lily Potter and Mr. Roland were made man and wife. The happy couple left immediately after the ceremony for southern California.

W. B. BIDDLE'S APPOINTMENT.

The following circular, which will be of decided interest to local railroad men, was received at the Rock Island agency this morning: A. S. Dodge, having been assigned to other duties, Mr. W. B. Biddle has been elected third vice president of the Rock Island in charge of traffic with headquarters at St. Louis, effective Feb. 1.

UMBRELLA FOR BAMBERGER.

By way of a mark of appreciation a number of employees of the street car company have presented Hon. Simon Bamberger with a silk umbrella suitably engraved. Senator Bamberger was entirely taken by surprise but recovered in time to indulge in one of his characteristic speeches. During the summer months Mr. Bamberger has always made it a point to see that the street car men get out to Labor once in awhile with their families and in consequence they stand ready to break all the rules of the company for him, even to reversing the current in order to pick him up coming down town.

SPIKE AND RAIL.

George M. Sergeant general agent of the Salt Lake Route at Chicago, is in town today.

N. L. Drew, general agent of the Rock Island at Denver, is numbered among the visitors today.

Fred Will Jr., general freight agent of the Denver & Rio Grande, came in today from Denver.

E. M. Helghe, vice president and general manager of the "Pin" road, left for home at Welser yesterday.

Seth Rhodes, traveling passenger agent of the Milwaukee at Denver, came in from Colorado today.

Phil Hitchcock, the energetic Washburn passenger representative at Denver, was here with several new stories.

S. C. Williams, general agent for the Milwaukee, has returned from an extended trip east as far as New York.

General Supt. E. Buckingham of the Oregon Short Line left this morning on a trip to the west end of the system.

Thomas Scott, formerly of the Union Pacific at Denver and now traffic manager of the Manufacturers' association in that city, is here on his way through from Los Angeles.

It is stated that Master Mechanic Tollett, formerly of Salt Lake and now in charge of Pocahontas, will succeed Mr. Luckett as master mechanic at Ogden on Feb. 1.

B. G. Martin, chief clerk of the passenger accounts of the auditing department, Denver & Rio Grande at Denver, passed through here this morning with Mrs. Martin on their way home from California.

After strenuously denying the story in the "News" three weeks ago to the effect that the Rio Grande and the offices on Railroad Row were contemplating moving on to Main street, a morning paper now falls into line under the heading of "Contemplated Railroad Changes."

A. C. Burrage of Boston is due to arrive here tomorrow night via the Northwestern, Union Pacific and Short Line in his electrically lighted car Riva. From here he goes to San Bernardino over the Salt Lake Route, thence by motor to his home at Redlands. This is the first time that he has tried the northern route during the winter and the railroad officials are doing all in their power to make the trip a success.

Among the representatives from Utah and neighboring states who left Salt Lake on Saturday night to attend the convention of the National Live Stock association at Denver Jan. 31 to Feb. 2 were: Kent O. Keyes of the New York Central lines and headquarters in Salt Lake; C. Ira Tuttle of the Oregon Short Line, representing the Short Line; J. C. Leary, F. J. Hagenbarth, president of the National Live Stock association, and H. H. Hensley, a prominent stock man of Idaho.

John W. Trewhela, formerly of the Rock Island here, has been heard from. He has blossomed out with a crest back in St. Paul which appears at the top of his stationery. Indicating that the advertising campaign 1906 is starting out strong. John's letter head consists of his embossed monogram over a dog and the address bears the line Kennel, corner of Sixth and Robert. He is known John is locally known as "the human dog," owing to a gift he has in the direction of initiating a dog and cat fight in full swing.

THE HOLY CITY.

Theme of Dr. Coburn's Address at First Baptist Church.

Rev. Dr. Coburn preached to a packed house last evening, the First Baptist church, when he talked about the Holy City, and depicted the features of the world to come. He said in part:

"There is a throne in the center of that Holy City. A throne around which we believe in the Holy City shall gather. This city will not be lighted with electricity or gas, but the air will be tremulous with the soft mellow light of God's glory. There will be no physical sickness in this city. There will be nothing to hint of sickness or disease. Those who have administered to the sick and suffering in this world will find welcome relief in a total absence of pain in the world to come. Down the streets of that great city no funeral procession will ever move. No crepe will ever be seen on the doors of those homes. The music of this earth but a few weak strains when compared with the music to be heard in that city. The flowers of this earth are but a faint suggestion of the beauties to be seen in that home to come. That city is the only one of which no census has ever been taken and one of which no census will ever be taken. The multitudes to be gathered there defy computation. There will fail in the reckoning of that great host which will have within its numbers loved ones already gone. Once again families will be unbroken when the reunion comes. To the young heaven is a long way off. As we grow older the journey becomes shorter—the home nearer and nearer. The speaker described the death scene of one of his children: "As her eyes closed for the last time on this earth a smile, divine in its sweetness, crossed her face. With a sigh of joy she murmured faintly but distinctly with her last breath: 'Beautiful! Beautiful! Beautiful!' She had a glimpse of the Holy City. Let us not devote all our time and thoughts to the obtaining of those things we wish in this world and forget that there are greater things coming to us when we have gone to our Creator—when we have joined our families and friends in the Holy City."

There was an enjoyable song service last night in charge of Mrs. O. H. Jones, Dr. Coburn will remain one week longer with the First Church, and the program for the week is to be as follows:

Afternoon—Services today at 3 o'clock, "Great Watchwords," Monday, "Waiting," Tuesday, "Waiting," Wednesday, "Waiting," Thursday, "Waiting," Friday, "Waiting," Saturday, "Waiting." Evening—Every night except Saturday at 7:45, "The Old Gospel and the Questions of Today," Monday, "What?" Tuesday, "Why?" Wednesday, "When?" Thursday, "Where?" Friday, "How?"

Y. M. C. A.—Every day at 12:30, "Quiet Talks to Yoke-Fellows," Lord's day, Feb. 4, 10 a. m., "Love Feast;" 11 o'clock, sermon, "The Resurrection;" 7:45, "Hymns."

ARE OPPOSED TO POSTPONEMENT

Wyoming Citizens Want Shoshone Indian Reservation. Opened June 15.

Northwestern Will Reach Lander in Time to Convey Homeseekers To and Fro.

ACTION TAKEN AT MEETING.

Special Correspondence.

Cheyenne, Wyo., Jan. 27.—A storm of protest has arisen over the proposed request to Wyoming's delegation in Congress asking them to take action looking toward the postponement of the opening of the Shoshone Indian reservation for 60 days or until Aug. 15. The citizens of Lander, acting as the Fremont club, at a special meeting last Thursday night, adopted a resolution asking the Wyoming delegation to take no action. Thermopiles, it is understood, is strongly in favor of no such action, and now Shoshoni, the new town on the Northwestern's extension near Powder river, is sending a petition to the Wyoming delegates, signed by nearly every voter in the city, and setting forth five principal reasons why no action should be taken at this time.

An examination of the law relating to the opening of this reservation shows that there is no ground for a delay of 60 days. While the law provides that the president shall issue his proclamation in regard to the opening on June 15, yet the reserve will not be opened until Aug. 15, 60 days later. Not a person will be allowed to enter the reserve until the latter date and not an acre of ground can be selected until that time, the prospective settler will therefore, not arrive during the unsettled weather of the month of June, but 60 days later during the month of August, when crop conditions are at their best and the visitors would receive a much better impression. There is no doubt whatever, then, that the Northwestern will reach Lander in plenty of time to convey the homeseekers to and from that city. General Manager Bigall assures the people of that town that with average weather there is little doubt but they will reach that point June 15. Work is now being pushed along rapidly by the sub-contractors and the railroad claims that it is working in perfect good faith, and that it proposes to complete its extension at the earliest possible date. It is possible that the Burlington will have difficulty in completing its line to World in the time given, and this is only another reason why the Northwestern should make the more haste and thus be able to carry more than her share of the passengers.

The people of Shoshoni in particular, are greatly concerned over the proposal to delay the opening. They set forth in their petition that they have located at Shoshoni, have invested their money there and have all their interests at that point, with a view of being on the ground at the time of the opening of the reservation. They claim, and the argument is very plausible, that action at the present time looking to a 60

days' delay is very liable to result in an indefinite postponement, which might last several years. When the bill for the opening was passed at the last session of Congress, it was only by a very small majority, and it is very possible, indeed probable, that the majority would now be sufficient to indefinitely postpone.

HIS NAME IS JOHNSON.

Youthful Burglar Has a Brother in The County Jail.

The youthful burglar who gave his name as Frank Martin, has been traveling under the cognomen of Gus Johnson, and it was learned on Saturday night that he has a brother named Will Johnson.

The latter could not resist a desire to call at the city jail to see Gus, but Gus happened to be in the county jail.

Sergeant Roberts thought the young man acted suspiciously and placed him under arrest. He was taken into a back room and searched, and several articles stolen from the Newell residence were found on him.

Young Johnson admitted that he was a brother to the youth in jail, but declared that the things found on him were given to him by the prisoner. Sergeant Roberts locked the young man up and will keep him in jail pending an investigation into his movements since his arrival in this city.

SHAW'S DISCOMFITURE.

Noted Flywright Has Taken Definite Stand Against American Press.

G. Bernard Shaw has taken a definite stand against the newspapers of America generally, and against press clippings from them in particular. It all came about because the newspapers talked about him too much. Here is a letter which he has just written to Burrelle, the press clipping man in New York:

"I never want to see an American paper again. You have cured me of vanity, of curiosity, of ambition. You have shown me that modesty and reticence are sweeter, easier, and much more effective than the blarney of the press. I find that the average charge for press clippings is about \$3.74 per item of news. There is one paragraph containing five lines of nonsense about my 'whiskers' of which you have sent me scores. Now, I do not blame you for this. I told you it would happen to subscribers like me, who have silly little jokes copied from paper to paper throughout the states. I therefore confess that I have had enough of it. The day you receive this, send me a final account, erase my name from your books, and never let me see the name Burrelle again."

"I wish you well. I forgive you. Thanking you. Bless you. And farewell."

"G. BERNARD SHAW."

HERE FROM PANAMA.

Army Officer Says Engineer Stevens Is Doing Good Work There.

W. P. Simpson, quartermaster's clerk, U. S. A., arrived last evening from Panama, where he has been stationed, and is now at Fort Douglas for service there. Mr. Simpson has been four times around the world, and has seen service also in China and the Philippines. He says that since Chief Engineer Stevens took charge there has been a marked change for the better in the canal zone, for he is a man of unusual executive ability, besides being a fine engineer. Mr. Simpson thinks it will be 15 to 20 years before the great

canal is ready for business, and it is found that the only class of labor that can be profitably employed there is coolie labor. Mr. Stevens is paying particular attention to sanitary conditions, and has 4,000 men building clean and healthy quarters for the workmen. Local sanitation has greatly improved, thanks to Colonel Corgas of the medical staff of the army, though he has hard work making the natives understand the necessity of cleanly living. Americans can now go down to the isthmus and live without fear of disease. Work on the new cold storage plants is soon done, so that being compelled to live on canned goods will not obtain much longer. The French excavated 15 miles of canal, but extravagant and wasteful methods brought their work to an inglorious close.

DEATH OF RALPH BLAIR.

Word has been received here of the death of Ralph E. Blair in the City of Mexico, Jan. 26, at the age of 25; and by special arrangement with the Mexican government the remains were allowed to be exported.

Mr. Blair was for 12 years in the employ of the Utah Light & Railway company, and left for the City of Mexico Dec. 16 last. He leaves a widow.

RAILROAD TO YELLOWSTONE.

Editor Strong Says Work is Being Pushed on the New Road.

Edward A. Strong, publisher of the Fremont County News, St. Anthony; Rigby Star, Rigby, and Marysville Mirror, Marysville, Ida., is in the city for a few days with Mrs. Strong. He reports his section of the country to be growing tremendously and work on the Yellowstone Park railway to be forging ahead. He doubts that the contractors will clean up the entire work ready for turning over to the operating department in time for the opening of the park, but there are a number of heavy rock cuts and big fills to be negotiated north of Marysville. He also states that the residents of Marysville are considerably worked up over the proposition of the Oregon Short Line to establish a new town at Ashton. This work, he affirms, is being pushed by some real estate speculators and the railroad men, and that the idea of making a little money, in his opinion, is making a little money. In his opinion Marysville citizens who have worked industriously in the upbuilding of their town and incidentally have faced the hardships associated with pioneer life in so doing are entitled to recognition on the part of the railroad company.

ACCIDENT PROVED FATAL.

Commercial Club Porter Passed Away Without Regaining Consciousness.

Funeral services over the remains of Edwin Kentfield who died Saturday afternoon from the effects of falling down the stairs leading to the cellar of the Commercial club building, will be held tomorrow at 11 o'clock from the undertaking parlors of Joseph E. Taylor, 233 East First South street.

Upon being removed to the hospital, after the accident, an account of which appeared in Saturday's News, it was found that Mr. Kentfield was suffering from a fracture at the base of the skull and concussion of the brain. He passed away two hours after reaching the hospital at 4 o'clock without regaining consciousness.

Mr. Kentfield was known to Commercial club members and to his friends as "Ted." He was in charge of the cloak room, and was porter of the club, a position which he has held for over two years. Prior to that he was employed at the Ath club, and at the university club. He came to Utah from England, where he was born Nov. 5, 1885, and was in the service of English families as steward for many years. He first visited this country as a gentleman's steward for a season, and came here with a yacht to race for the cup.

ENTERTAINMENT TONIGHT.

There will be a public installation and entertainment by Evergreen lodge B1 of the Fraternal Union of America this evening, in Odd Fellows' hall. There will be an address by H. E. Rawlings, piano selections by Arthur Fries, Miss Jennie Lee and Miss Mamie Frost, vocal numbers by Miss Rose Smith, Miss Alice Johnson, and Miss Parker. Recitations by Gus Backman, Jr., Mr. Percy, Miss Viola McDonald, and ensemble numbers by the Nelson quartet. George Smith will also speak on the Fraternal Union of America, and there are to be a number of other interesting features.

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The Half Price Clothing Sale!

Is drawing immense crowds of Bargain Seekers. You'd better come today in order to Secure the Best Selection.

\$22.50 Men's Suits and Overcoats for \$11.25
\$20.00 Men's Suits and Overcoats for \$9.50 & \$10.00
\$17.50 Men's Suits and Overcoats for \$8.75
\$15.00 Men's Suits and Overcoats for \$7.50
\$12.00 Men's Suits and Overcoats for \$6.00
\$10.00 Men's Suits and Overcoats for \$5.00
\$16.50 Uniform Motorman and Conductor Suits for \$8.25
\$12.00 Uniform Motorman and Conductor Suits for \$6.00
\$10.00 Uniform Motorman and Conductor Suits for \$5.00
\$6.00 Uniform Motorman Odd Coats for \$3.00

A Few Boys' Long Pants Suits.

\$12.00 Boys' Suits for \$5.00 and \$6.00
\$10.00 Boys' Suits for \$4.00 and \$5.00
\$6.00 and \$8.00 Boys' Suits for \$2.50
\$10.00 Boys' Overcoats for \$2.50 to \$4.00
Odd Lots in Winter Underwear at . . . LESS THAN HALF PRICE
All Regular Lines of Winter Underwear . . . ONE-FOURTH OFF
MEN'S SWEATERS . . . AT HALF PRICE

Barbers' Coats, Waiters' and Cooks' Coats at Half Price and Less.
Painters' Jackets, 50c values for 25c
Mackintoshes and Rubber Coats at HALF PRICE.
Men's and Boys' Canvas Leggings 25c, 45c and 75c
WORTH DOUBLE THE PRICE.
Men's Stacy Adams Shoes, \$5.00 and \$6.00 values at \$4.25
Men's \$3.50 and \$4.00 Shoes \$2.95
Men's \$2.50 Shoes \$1.95
Boys' White Suits Bordered Shirts \$1.00 and 50c

A lot of good styles in Men's Hats. Stetson and other makes—HALF PRICE.

A large lot of \$1.50 to \$3.00 Hats at 25c. All Spring, 1906, styles go at one-fourth off.

A large lot of \$4.00 and \$5.00 Stetson Hats . . . \$2.00