

COMPANIES SEEKS ARBITRATE

President Bancroft Addresses
Letter to Chairman Pratt in
Streetcar Controversy.

AN ADDRESS TO THE PUBLIC.

Union Officials Issue One Settling Forth
Their Reasons for Demanding
Higher Rate of Pay.

An offer to arbitrate differences between the employees and the company in the present difficulty between the carmen and the Utah Light & Railway company officials was made yesterday afternoon in a letter from W. H. Bancroft to Chairman Pratt of the executive committee of the carmen's union, and the men brought forth their bid for public sympathy in a letter addressed to the public, setting forth the complaints which cause the present controversy.

The address is signed by officers of the union, and is as follows:

To the Citizens of Salt Lake City and the General Public:

The street railway employees of this city deeply regret that it becomes necessary for them to again become the cause of so much agitation and uncertainty owing to the fact that we have been unable to negotiate an amicable adjustment of differences that exist between ourselves and the Utah Light & Railway company. It is our desire that the peace and serenity of our beautiful, quiet city be preserved, and while we have worked conscientiously and faithfully to that end without thus far having obtained any satisfactory assurances of our conditions of employment, and wages of the future, therefore we feel constrained to place our side of the situation fairly before you for careful consideration, believing you will be convinced of the justice of our cause and the helplessness of our condition if we were to accept a continuance of the conditions under which we labor at the present time. We are not here to serve our dignity as worthy citizens and loyal defenders of our homes and the best interests of our city's welfare. We believe an injury to the great body of employees of street car men becomes, in a measure, a detriment to the public welfare for we come in close contact with the home life of all of the people, daily having to pass through the responsibility of the safety and welfare, as well as even the lives of the women and children who ride upon the cars or in a moment of absent-mindedness plunge in front of the cars while crossing the busy streets.

RESIDENTS HERE.

We are, for the most part, life-long residents of this community. Our homes and our interests are centered here. Whatever is beneficial to our city's welfare is beneficial to us, that which is disastrous to our city's best interests, is injurious to us. It was because of all of these interests and love for our city's reputation and progress and in favor of the peace and quietness in the acceptance of the company's position toward us nearly one year ago. We gave up every request that was originally presented to the company by our entire organization and we accepted the situation in absolute silence rather than to invoke serious trouble.

Our international representative was at that time denied an audience with the officials of the company though he worked energetically for a peaceful settlement of the existing controversy and it was largely due to his advice and direction that a strike was averted though the company declined to in any way co-operate to that end.

Again in presenting a renewal of our former requests for a better understanding as to our relationship with our employers and contracting our labor for another year, the company has again taken the same arbitrary stand toward granting us recognition or conceding a single request that we have asked for. They have absolutely refused to meet our committee officials; they have positively declined to meet our personal representatives under any circumstances; they have emphatically refused to make any statement in writing; they have refused to grant the wage rate asked for and instead have offered a slight increase of wages to the motormen and conductors, while they state positively they will take away the pay for overtime for shop and barn employees, thus actually forcing a reduction in wages to that class of men, and others, rob Peter to pay Paul the slight proposed increase which in the first place was unworthy of serious consideration.

WAGES LOWER.

The wages of car men here are much lower than that paid in cities where like conditions prevail. Butte is the nearest comparative city to Salt Lake in population and cost of living. The difference, if any, is in favor of Butte when it comes to the cost of living. Men of family can live in Butte 12 per cent cheaper than they can in Salt Lake City. Salt Lake City has a larger population, to say nothing of the floating element who pass through here as tourists, thus swelling the company's coffers, while at the same time it incurs the expense of maintaining the facilities of the car men here, making their work more arduous than that of the car men in Butte. The car fare in Butte is 5 cents, the same as it is in Salt Lake City, yet the car men of Butte are receiving a maximum wage rate of 45 cents per hour, while the maximum rate of the car men of Salt Lake is but 27 1/2 cents an hour, or 17 1/2 cents an hour lower than the Butte scale. We are only asking a maximum wage rate of 20 cents an hour, which is 15 cents an hour less than what the car men of Butte are now being paid.

In San Francisco, the lowest wage rate is 31 cents per hour, 1 cent more than what we ask for our highest rate. Oakland pays a graded scale ranging from 30 cents to 45 cents per hour. It is true that Los Angeles and Denver have a lower wage rate, but conditions exist in both places which subscribe to the lower wage rate which prevails.

DEAFNESS CANNOT BE CURED by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian tube. When this tube is inflamed, you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out of this tube restored to its normal condition, cases of deafness are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars free.

J. C. HALL, M.D., CO., Toledo, O.

Sold by Druggists, 7c.

Take Hall's Family Pills for constipation.

SKIN DISEASES AND MEDICAL ETHICS

How Good Doctors Are Sometimes
Misled by Old Habits.

Good doctors are sometimes misled by their prejudices or habits. Many condemn manufactured medicines, the good with the bad, seemingly forgetting that there are manufactured chemicals that eradicate disease in the surest way.

And such doctors also forget that their own prescriptions are manufactured, too. When they prescribe a pill, or a drop, or a tincture, they are prescribing a manufactured article. Think of the little difference between putting a prescription in a drug store and putting it up in a large factory!

Not all doctors are slaves of habit. Many have abandoned the treatment of skin diseases with internal remedies. With the recent discovery that skin diseases are caused by a germ, they prescribe that mild, soothing liquid of Dr. DeCatur D. Dennis, known as Dr. D. D. Prescription, which destroys the germs quickly. These doctors no longer dose the patient's stomach with nasty drugs or smear him with greasy salves. Credit is certainly due these doctors for sending their patients to the drug store for a remedy when they can make so much larger fees by writing out their own prescriptions.

If you are suffering from eczema, psoriasis, salt rheum, ringworm, dandruff, or any rash, get a bottle of Dr. D. D. Prescription and a cake of Dr. D. D. soap and that awful itch will disappear with the first few drops.

Druehl & Franken, Druggists, Main and Third South Streets.

There, the cost of living is decidedly lower than here and the general conditions are not to be compared with those of Salt Lake. Salt Lake is conceded to be one of the most expensive cities in the United States in which to live and we can furnish statistics showing the great increased cost of living in this city during the past three years. These statements are made over the signatures of representative business men in this city and are indisputable.

FOURTEEN HOURS A DAY.

Our hours and conditions of labor are such that we are compelled to be on duty as long as 13 and 14 hours a day while we receive pay for but from nine to nine and one-half hours' time. For illustration, some of the day men go to work at 6 o'clock in the morning and do not complete their day's work until 7 in the evening; night shift men going on duty at about 11 o'clock in the morning and one day do not get through their shift until 11 o'clock in the morning and the following morning.

Men working on "extra list" have to report for work at 5:35 in the morning and remain at the car barns until 7:35, when, if they do not match a run, they are excused until 10:30 a. m., at which time they again have to report at the barn, and if they do not get a night shift run to take out they are again excused until 10:30 a. m., when they are expected to again report at the barn in case there might be an emergency call for some of them to go to work. For all of this extra time and labor they are paid no more than the regular rate, and should they fail to show up as often as requested they miss out and go to the foot of the extra list for three days, where there is little chance of obtaining any work whatever unless it possibly be a tripper, for which they are allowed the magnificent sum of 22 1/2 cents. Again, new men coming into the service are compelled to serve from 12 to 15 or 20 days without any remuneration for their time. They are expected to purchase a uniform throughout when they have been in the service of the company 30 days. This is a heavy expense, and if they keep a neat appearance it is necessary to buy two uniform suits each year. Then the conductors have to furnish \$5 for running shoes, which they are expected to wear for 20 days without any remuneration for their time. They are expected to purchase a uniform throughout when they have been in the service of the company 30 days. This is a heavy expense, and if they keep a neat appearance it is necessary to buy two uniform suits each year. Then the conductors have to furnish \$5 for running shoes, which they are expected to wear for 20 days without any remuneration for their time.

PROPER HOURS OF REST.

It is vitally essential in order to be capable of rendering good service and to be in possession of all of our faculties that we have proper hours of rest and sufficient sleep. We are not provided for our necessary needs in the way of proper clothing, food, etc. To meet these requirements and to be able to honorably maintain our families and our homes and elevate our social standing and advance the interests of the community in which we live, we are asking the Utah Light & Railway company to allow us 25 cents per hour for the first year of service and 30 cents per hour thereafter.

We disapprove of the so-called graduated or sliding scale which provides that men shall receive a certain increase of wages after five or more years in the service. We have no assurance that we will be here five years, and if we are we have no knowledge of what the wage scale may be to meet the requirements in the future. We want pay for the present time, and under the present prevailing condition, and we will meet the wage proposition of the future when that time comes if we are still here. We ask for your careful consideration of the facts as we have presented them to you for your indulgence and co-operation to the end that nothing may occur which will mar the reputation and the beautiful city we deprive us as wage earners and citizens of our just rights. We stand willing and ready at all times to meet the representatives of the Utah Light & Railway company in conjunction with those whom we have selected to present our interests, and should this privilege be denied us, we will make measures become necessary we pledge you our word of honor that it will be through no fault or neglect upon our part to obtain honorable peace for our part.

H. H. LAMONT.

Division President.
A. H. BURT.
Secretary and Business Agent.
J. P. WILSON.
Recording Secretary.
J. D. MCCARTY.
W. COOKING.
T. W. REEDER.
JOHN JONES.
J. H. HADDUCK.
H. T. GIBBS.
International Vice President.
Executive Committee.

MR. BANCROFT'S LETTER.

The letter of Mr. Bancroft, offering to arbitrate the differences between his men and the company, is as follows:

April 22, 1907.

Mr. C. O. Pratt, Kenyon Hotel, City.

Dear Sir: I have your letter of this date and note its contents. At about 10 o'clock I received a letter from General Manager Wells of the Utah Light & Railway company, that a committee of employees had called upon him this morning, and that he had an interview with them and had suggested to them, that as the matter of difference in regard to the wages had not been satisfactorily adjusted to them, the willingness of the company to submit that question to three arbitrators, and as I understand from him, he suggested that it would be agreeable to the company for the employees to name one arbitrator from amongst their number, the company naming one, and the two so chosen to select a third arbitrator or umpire, and to such committee submit the question of a scale of wages for their determination. I approve this suggestion, and I submit that this proposition is one that should be acceptable to me. I conceive that it will be also entirely satisfactory to you, as a third party but expressing no opinion by your letter, a personal interest in the welfare. Pending the action of the employees upon this proposition, it seems that we should take no further action.

W. H. BANCROFT.

ALVEY, ADEE METHODICAL MAN

American Official Arranges the
Smallest Details of European
Trip Beforehand.

HOTEL BILKS AT JAMESTOWN.

Stories of Extortion Are Now Gaining
Circulation Throughout the East.
—Railroads and Mails.

Washington, D. C., April 13.—Mr. Alvey A. Adee, second assistant secretary of state, has gone to Europe. That is by no means an uncommon occurrence for Mr. Adee goes to Europe nearly every summer. Mr. Adee will tour France on a bicycle. That is nothing new either, for the bike is Mr. Adee's common vehicle of travel on the continent. Nor is it an unusual thing for an American official to visit Europe. They go in droves every year, but not one man in 1,000,000 arranges his itinerary before hand. Mr. Adee spends six months out of every 12 in "laying out his course." When he left Washington on Wednesday he carried in his pocket a program that for completeness of detail has never been approached. He knows within an hour where he will be, and he knows exactly what he will do at each stop. He has his "deluxe" and "dinner menu" prepared and at each inn and hotel he has already had a look at the bill of fare and knows exactly what he will eat and drink at each stop. There must never be the slightest deviation for the Adee program is as carefully adjusted as the works of the chronometer on the Savoy itself. Mr. Adee is methodical. He is always accurate to a degree that is which is regarded as the most valuable man in the state department. His position can always be depended upon whether he is needed to define a diplomatic note or to reach a point in Europe at a given time or to time, which he has previously marked on his "sailing chart" before leaving Washington for his annual vacation. The departure of Mr. Adee recalls a funny telephone story in connection with his name. Some months ago a New Yorker called up the state department on a telephone and inquired on being properly connected with the second assistant secretary of state.

The voice at the other end replied: "A. A. Adee."

"What's that?" enquired the stranger.

"A. A. Adee," was the answer.

"How do you spell it?"

"A. A. Adee," was as far as the clerk could get when the enquirer exclaimed:

"I don't want to hear a primer class repeat the alphabet. Please oblige me with the NAME OF THE SECOND ASSISTANT SECRETARY."

"That's what I am trying to do," instantly replied the clerk, "His name is A. A. Adee."

"Oh H—," yelled the gentleman from Gotham, and he hung up the phone.

HOLDUPS AT JAMESTOWN.

Reports from the Jamestown exposition seem to indicate that the proprietors of the boarding houses and hotels in the vicinity of the exposition station have formed a combination for the purpose of bilking the public to the utmost of their ability. Government officials that have been here have had business at the exposition grounds at reports that the hotels in Fort Monroe, Newport News, Hampton, Portsmouth, Norfolk and Jamestown, as well as the summer resorts in the immediate vicinity, have quadrupled their rates in many instances and even regular guests have been notified that they must pay double the usual rate for their accommodations or move on at once. It is said that all of the towns and cities in the vicinity of the exposition station have formed a combination for the purpose of bilking the public to the utmost of their ability. Government officials that have been here have had business at the exposition grounds at reports that the hotels in Fort Monroe, Newport News, Hampton, Portsmouth, Norfolk and Jamestown, as well as the summer resorts in the immediate vicinity, have quadrupled their rates in many instances and even regular guests have been notified that they must pay double the usual rate for their accommodations or move on at once. It is said that all of the towns and cities in the vicinity of the exposition station have formed a combination for the purpose of bilking the public to the utmost of their ability.

PILGRIMAGE OF THE UTAH PIONEERS SIXTY YEARS AGO TODAY.

SATURDAY, APRIL 24, 1847.

This morning the weather in the pioneer camp was fine but cold. A horse belonging to P. H. Young had been killed during the night by falling into a ravine and was found by the chain with which it had been staked. This was a grievous loss, for there were scarcely enough horses in the camp to make traveling at all comfortable.

By request of Heber C. Kimball, Wm. Clayton went up to the old Indian village immediately after breakfast to obtain a description of it. Elder Clayton describes the village as follows: "The village is on the north bank of the Loup Fork of the Nebraska or Platte river. It is four miles southwest of the mission station on Plum creek and 15 miles from Winter Quarters. The Pawnee nation is divided into four bands, each having its chief, but all subject to one grand chief. All the Pawnees are noted for their love of white people's horses and mules. On the east and west of the village is a fine prairie extending many miles in length. The bottom of the river is about a mile and at the foot of the bluffs is an extensive corn field, in which the stalks are still standing. The Loup Fork here is 150 yards wide and is very shallow. The bottom is largely quicksand, which makes unsafe fording. About one-half the surface from bank to bank is sand-banks, which show the water's edge. The village occupies a space of nearly 40 acres, mostly enclosed by a ditch five feet wide and an inner bank four feet high which, when perfect, formed a good fortification. Some lodges for want of room inside, were built outside of the ditch. There were in the village 200 houses of varying size but similar construction.

Nearly all the entrances face to the southeast, probably to avoid the north-west storm winds, which are very severe in the winter. Adjacent to each lodge is a stable or covered pen in which the horses were kept. The stables were nearly all unharmed. Most of them are square in shape, built of posts and cross poles, lashed firmly together by strips of bark. Around each lodge there are also several caches where corn and other provisions were deposited. These caches are large holes buried under the surface of the ground, with an entrance only large enough to admit a man of common size. The cache is generally about six feet

city of Jamestown combined have not sufficient hotel accommodations to accommodate anything like an extraordinary crowd and if it should happen that the annual review—which will be a grand sight in itself—should attract a great concourse of people to Tidewater, Virginia, the visitors will not stay very long unless the steadily hotel men revise their program. Already the reports of exorbitant charges have caused many who intended to visit the fair to cancel their arrangements. There will undoubtedly be many wealthy people owning their own yachts, who will take parties down to the exposition and anchor in the harbor of New York. The navy department is already well represented and the fleet gathered in Hampton Roads is a glorious sight and one which gives the American citizen an excellent idea of what has been done towards building up the sea power of this country. There will also be a somewhat similar display of men-of-war, previous to the opening of the World's fair in Chicago. Then there was a sailing exhibition of American war vessels in the harbor of New York. The display of 1907 will probably be a feature of the Jamestown celebration, and if only the foot purveyors of the Virginia shores will be satisfied with one profit on their investments there will undoubtedly be many thousands of them must change their methods quickly and the anticipated financial harvest will certainly be lighted.

MAIL CONTRACT PROFITS.

According to data taken from the report of the postmaster general for the New York Central and the Lake Shore railroads, \$67.50 per ton for hauling the mail between New York and Chicago. The express rate matter is similar to mail matter between these two points is \$50 per ton. The railroads haul the business of the express companies for one-half, or less, of the total charge. Thus the railroad net \$67.50 per ton for carrying the mail, and \$25 per ton for hauling express.

In that year the Chicago & North-western Railway handled 2,367,075 pounds of mail on its route between Chicago and Omaha, a distance of 450 miles. For this service it received \$447,071, of which \$29,555 was rentals for postal cars. This makes the net rate between these two points \$32.00 per ton. The express rate on matter similar to mail matter between these two points is \$50.00. If this rate is reduced to one-half or less, the government paid the Chicago and Northwestern \$38.00 per ton for service similar to that it rendered the express companies for \$50.00 per ton while it got only \$18 per ton for rendering a similar service to the express company.

The comparisons are fairly representative of what is going on all over the United States. The profits are pretty generally conceded to be sufficient to require the railroads to equip their lines with modern all-steel, electrically lighted postal cars.

SUBMARINE TESTS.

The navy department is waiting with a great deal of interest the outcome of the tests of sub-marine torpedo boats, which are to be made early in May, in the waters of Long Island Sound. The appropriation for the next fiscal year for vessels of this character amounts to \$3,000,000, this sum is sufficient to pay for the construction of the vessels of the highest type. The tests to be made are between boats as to what is known as the Holland and the type and which will be adopted as the most effective under the water and on the surface will be adopted as the type for the navy in the future.

Up to the present time the half dozen or so sub-marine boats purchased by the navy have been made on the modified lines of the original Holland boat. But the Lake people claim they have a superior vessel and the test will demonstrate whether or not their claim is worthy of consideration. The fight is between the Octopus of the electric boat company's design and the Lake, built by the company bearing that name. Each company claims superior navigating abilities for its own production and these claims are to be settled by a board over which Commander Marx will preside.

When sub-marine torpedo boats were first added to the navy they were not popular among officers and men, but since President Roosevelt and Commander "Dick" Walcott, of Gloucester fame, tested sub-surface navigation personally, no difficulty has been experienced in obtaining officers and crews to man them. The sub-marine torpedo boat has come to stay, and it will undoubtedly prove an effective component of the navy and will send this country get into another foreign war.

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April 25th, via O. S. L., under auspices of Manufacturers and Merchants Association. Special train leaves Salt Lake 8:00 a. m., stopping at Woods Cross, Farmington, Kaysville, Layton, Ogden and Brigham. Round trip from Salt Lake, \$2.50. Low rates from other stations named. One hundred miles of blossoms.

SPECIAL.

Mail orders are given special attention in our job printing department. THE DESERT NEWS.

We can fill orders promptly.

MARTIN COAL CO.

CALIFORNIA EXCURSIONS

April 26th to May 19th, inclusive.

Via Oregon Short Line and Southern Pacific. Following rates from Salt Lake:

To San Francisco and return, via Ogden and S. P., both ways, \$1.50
To San Francisco and return via Portland one way, \$4.00
To Los Angeles and return via Ogden and S. P., both ways, \$4.00
To Los Angeles and return via Portland, one way, \$3.00
Ticket limited to July 31st. Proportionate low rates from other stations. City Ticket Office, 201 Main Street.



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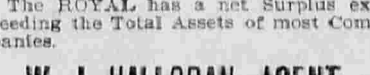
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Salt Lake & Ogden Railway.

Simon Bamberger, President and General Manager.

Leave Salt Lake in effect Sept. 4, 1906.

Leave Salt Lake 6:50 and 9:00 a. m.;

1:30, 4:30 and 6:30 p. m.

Leave Ogden for Salt Lake 7:40 and

10:15 a. m.; 2:40, 4:50 and 7:35 p. m.

Has set the island free. Z. C. M. I. Drug Dept. 112-114, 80 Main.

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Dr. Kline, 1031 Arch St., Philadelphia.

Kietl-O'Brien Co

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The stock, which is large and varied, is replenished every morning.

Choicest candies, fresh from the manufacturers, are offered our customers daily.

Candy is a luxury.

One may economize on other things, but when candy is bought quality is wanted.

Occasionally we offer specials in candy. In each instance standard quality is given—the price is simply lowered.

This is done in the same aggressive spirit in which other merchandise is pushed.

With Reference to the K.-O.B. Chocolates

When the department was first considered, instructions were given the manufacturer to furnish us boxes bearing the monogram of the store, the highest quality of chocolates possible to produce.

The BEST must bear the stamp of our approval!

A superior quality for customers content with nothing but the choicest!

The K.-O.B. Chocolates never disappoint.

They please because the coating, which is hand-dipped, is of purest, freshest, thick chocolate; the inside is of richest whipped cream; natural fruit or nut flavor. It is a delicious combination—a treat every time.

The boxes are dainty.

Frequently addresses are left to which boxes are sent at a given time—for special occasions—perhaps mailed.

A word over the telephone will do it, if you can't come in yourself.

Foremost among our Candies are K.-O.B. Chocolates in 50 and 60 cent grades.

Bitter Sweet and other well known brands.

Imported Milk Chocolates.

U-all-Know Mints.

Line of creams—peanut tops, cherry, almond, violet, orange.

Imported Jordan Almonds.

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Nut caramels.

All kinds of gum—4 cents package.

Marshmallows, large and small ones—pound 25c.

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