## SILVER IN THE . PHILIPPINES.

on Mexican Dollars.

Americans Making Aggressive Movements-The Rebels Are Continually Shooting Into Garrisoned Towns.

Manlla, Nov. 18,-For the purpose of maintaining the existing ratio of two Mexican silver dollars to one gold, arbitrarily fixed by General MacArthur last August to be maintained until such time as the Philippine commission should consider the date had arrived for establishing a gold medium in the Philippines, Henry C. Ide, of the commission, introduced a bill which had passed the commission, providing for a charge of 10 per cent on all Mexican silver coin exported from the Philip-

The demand of China for Mexican currency has created exportations, and threatens a derangement of business in the Philippines. The commission passed the bill because, in view of existing circumstances, it seemed obligatory to keep down the price of silver to provide, so far as possible, a stable and ample currency for the protection of business.

FIGHTING MUCH MORE ACTIVE. Last week witnessed a very considerable increase in rebel and American activity in the field. Many skirmishes occurred, and several small engage-ments in nothern and southern Luzon. The termination of the rains permits a

The Americans are making a series of aggressive movements against the insurgents, notably on the island of Samar, against General Lukban, whose forces hold the entire island with the exception of three coast towns, each of which is garrisoned by two companies of the Twenty-ninth infantry and a platoon of artillery.

REBELS ALWAYS SHOOTING.

The rebels are continually shooting into the garrisoned towns, and the American forces bave not been sufficient to retaliate effectively. Commerce in Samar has been at a standatili, and most of the influential inhabitants have departed. General Hare has arrived there with 250 men. He will bring eight companies of the Second infantry from the taland of Marindusus, and will from the island of Marinduque, and will proceed energetically to crush General Lukban. Meanwhile United States gunboats will patrol the coast to prevent the escape of the insurgent leaders. Lukban still holds three members of the Forty third regiment as prisoners. the Forty-third regiment as prisoners

The rifles which the party of Captain C. D. Shields of company F. Twenty-ninth volunteer infantry, lost last September in Marinduque at the time of the capture, have not yet been returned All of the Marinduque garrisons are being continued.

GRANT FIGHTS HEAVY BATTLE.

Notable among the week's engagements was General Grant's advance with Maccabebee and American scouts on a rebel stronghold thirty miles north of Manila, which was defended by 200 insurgents armed with rifles. After ekirmishing and fighting for the greater part of a day and night the enemy was dislodged, and immense quantities of rice and stores, with anmunition, were destroyed. Fifty Filinipas were killed destroyed. Fifty Filipinos were killed and many others wounded. The insur-gents carried off their dead. The Amer-ican losses were eleven privates and one officer wounded, and one Maccabe-

Lieutenant F. W. Alstaeter of the en-gineers, who was captured by the in-surgents in Luzon last September, has sent, with the permission of his captors, a letter to Manila asking for food, money and clothing, which will be forwarded to him by a native runner. His health is broken and his release is prob-

REINFORCEMENTS FOR YOUNG.

General Wheaton, commanding in the department of north Luzon, is sending reinforcements to General Young's provinces, where the natives, under Generals Tinio and Aglipay, the excommunicated Filipino priest, are showing signs of restlessness, deserting the domiciles that they have occupied during the rainy season and joining, under compulsion of fear, the insurgents in the mountains.

MACARTHUR AT SUBIG.

General MacArthur has gone to Subig bay with Admiral Remey, on the United States cruiser Brooklyn, for the united States cruiser Brooklyn, for the purpose of examining the locality.

It is probable that 1,800 marines now in Philippine waters will be used to relieve certain army posts, rendering the relieved soldiers available for other and more urgent duties. It is understood that General MacArthur is considering the certain of the certain the question of establishing more ma-rines in the vicinity of Subig.

The remains of Baron Dumarias, the Frenchman who was killed by the insurgents while within their fines last year, where he had gone to intercede with Aguingido for the release of the Spanish prisoners, have been recovered and buried in Maniia.

#### BUILDING AND REALTY.

The following building permits were issued during the week: James Bridge, 42 Cimondi Ave., frame J. M. Harvey, 115 west Fourth South,

double brick residence, \$5,000. W. D. Jewell, 1331 Tenth East, frame

Both \$100.

Bothwell & McConnaughy. Third South between Tenth and Eleventh East, three brick cottages, \$4,500.

Oscar Hunter, 238 State, brick store, \$2,500.

T. M. Gray, Grandview Ave., frame cottage, \$375

Thomas Kearns, corner Brigham and G. stone residence, \$50,000. J. C. Stewart, 914 State street, frame

Addition, \$150.

Mrs. Irene Nichols, Cannon street, brick cottage, \$1,000.

A. D. Kneffing, 253 south Fourth East, brick addition, \$950.

N. M. Sheets, 152 west First South, sheds, \$500. Total, \$55,350.

Tortured a Witness.

Intense suffering was endured by witness T. L. Martin, of Dixle, Ky., before he gave this evidence: "I before he gave this evidence: "I coughed every night until my throat was nearly raw; then tried Dr. King's New Discovery which gave instant re-I have used it in my family for four years and recommend it as the greatest remedy for Coughs, Colds and all Throat, Chest and Lung troubles. It will stop the worst cough, and not only prevents but absolutely cures Consumption. Price 50c and \$1.00. Every bottle guaranteed, Trial bot-tles free at Z. C. M. I. Drug Dept.

## 396 TO EACH MILE OF ROAD.

Export Duty of Ten Per Cent Put | Astounding Figures Relating to Population and Railways.

MORE ACTIVITY IN FIELD. SOME FREIGHT STATISTICS.

One Ton of Goods Carried 1.621 Miles for Every Individual Residing in the United States.

A Cleveland railroad man calls attention to some interesting figures relating to the population of the country and railroad transportation, The United States had last June about 396 people to support each mile of railroad; if the old rate of increase had continued we should have had 442, which would have made it come easier. After long and sorrowful experience, railroad men learned about ten years ago that they can build too many railroads. The increase in population in the last decade was just about 1.9 per cent per year, and that an addition the current year of 3,658 miles in our railroad system will keep pace with the population. But there have been years when we have built 8,000 to 13,000 miles, and suffered for it. From 1890 to 1899 our railroad mileage increased less than 16 per cent; the population nearly 19 per cent.

The census figures give a solid basis for computations of the amount of traffic per inhabitant in this country, which we have made heretofore for the estimated population. The population in June, 1899, was 74,870,000. During the year then ending the appropriation for the estimated population in June, 1899, was 74,870,000. year then ending the aggregate traffic on the railroads of the country was 14,591 millions of passenger miles and 123,667 millions of ton miles, which is at the rate of 191 passenger miles and 1,621 ton miles per inhabitant

PASSENGER TRAFFIC.

The passenger traffic per inhabitant, according to the Plain Dealer, is lighter according to the Plain Dealer, is lighter now than formerly. In 1896 even it was 188 miles per inhabitant; in 1893, 212; in the following year (which included most of the World's Fair travel), 210. This figure fell to 176 in 1895 and to 179 in 1897, so that the recovery since is notable. Without a doubt hard times reduce the amount of traveling immediately and greatly; but the effect of the collapse in 1893 was not so great as the above figures indicate, because this was above figures indicate, because this was a period of a very great extension of suburban street railroads, on which the travel has increased immensely.

mains remarkable that this amount in-creased 90 per cent in Germany in the last ten years and scarcely at all here.

ASTOUNDING FIGURES. But the significant, the astounding figures are those showing the freight traffic per inhabitant. That for every man, woman and child in this coun-try a ton of freight should be carried

1,621 miles seems almost incredible, and marks this country as pre-eminently the country of transportation.

In Germany, which has more railroad freight traffic than any other European country reporting, and per inhabitant probably more than any other, except perhaps little Belgium, the amount in

perhaps little Beigium, the amount in 1898 was 388 ton-miles per linhabitant.

The great amount of transportation here is largely due to the distances freight is carried, but largely also to the great average production per inhabitant which naturally is greater where the population is largely engaged in mining seas and breast average. in mining coal and iron ore, quarrying stone, producing the coarser manufactures and the raw produce of the soll than where they are mainly engaged

in the finer industries.

Aside from which, doubtless, the average man is a more efficient producer here than in Europe. He makes more goods consumes more goods, and the goods are carried further. Heretofore we have had no means of knowing the total average distance freights are carried in this country;

each railroad, reporting for itself alone; gives the number of tons hauled and the aggregate distance hauled on its own lines; but as a very large part of the freight passes over two or more roads, this bears but a slight relation to the average haul for the country.

In the 1898 report, however, the interstate commerce commission has had a separate statement made of the tons

received from connecting routes, and the remainder, 510,000,000, is approximate-ly the number of separate tons offreight. The average haul of these was 242½ miles, which is nearly four times as great as the average haul in Germany.

UNIQUE DOG.

Chester Nason's Bull Pup Returns from a Social Trip.

"Ticket" has returned from a social visit to Ogden where he has been call-ing upon numerous friends and ac-quaintances that are embraced upon his at-home list.

Be it understood that Ticket is first,

last and all the time a traveler; incidentally he is a 3-year-old English bull terrier of the strangle-hold and brindle variety whose proud owner. Chester Nason, of the Union Pacific ticket office here, wouldn't take untold direct in exchange for a bill of sale of ducats in exchange for a bill of sale of this unique quadruped. Early in his pupdom Ticket displayed an absorbing pupdom Ticket displayed an absorbing interest in everything pertaining to a railroad, which, as time grew on, included perodical inspections to the Oregon Short Line and Rio Grande Western systems at stated intervals. with the result that there is possibly not a single railroad man who does not know this canine with the expansive smile and the close-cropped ears.

Ticket ridea deadhead on all the trains in this intermountain region and is always assured of a warm welcome from the "boys" in the baggage car or the traveling postoffice. He is a wonder in his way and, it is said, can consult a time card and show up at the depot unescorted to the minute to board the outgoing train like a vetwith the result that there is possibly at the depot unescorted to the minute to board the outgoing train like a veteran. He never makes a mistake and always shows up at the local Union Pacific office on East Temple street when he has had his surfeit of traveling. This morning he came in slightly the worse for wear on the 9:05 train from Ogden, trotted up town pushed oven the door with his pose, and was open the door with his nose, and was back at his reserved corner by the grateful warmth of the radiator after passing the time of day with the of-

passing the time of day with the of-fice force and getting his owner to stake him for a breakfast.

Tracers sent out up the line de-veloped the fact that for the past four days he has been visiting with "Jim" Conlisk, the ticket agent at Orden, and spending the time in retailing scandal about the goings on at the office down here. One day he was missing, but stern duty called him away to Evans-

ton to investigate the rumors of th new cut-off on the Union Pacific.
Ticket says that the Evanston dogs are alright in their way, rough dia-monds in fact, but from a social standpoint they lack breeding and are very uncouth in their manner.

GEO. B. REEVE CHOSEN.

Official Announcement of Appointment of General Manager. Official announcement was made of

Saturday afternoon by Sir Rivers-Wilson, president of the Grand Trunk railway system, that George B. Reeve, merly traffic manager, had been ap pointed general manager of the sys tem to succeed Charles M. Hays, who is going to San Francisco as presi-dent of the Southern Pacific. Mr. Reeve is now on his way to Mon-treal to confer with the chief execu-tives of the company. It is said Presi-dent Wilson was governed in his seection by the recommendation made week ago at New York by Mr. Hays From semi-official sources it was also learned that F. H. McGuigan, general superintendent of the Grand Trunk, had the refusal of the first offer to become its general manager. It is also understood that, while no changes are contemplated in any of the de-partments, it is believed several offi-cials who have been with Mr. Hays ince his coming to Canada will join him in California.

WILL ARRIVE WEDNESDAY.

Senator Clark, R. C. Kerens and

Others Are Coming. Senator Clark, J. Ross Clark, R. C. Kerens and others interested in the in-corporation of the Los Angeles & San Lake railroad, will arrive in this city of Wednesday, Just as soon as is possib after their arrival they will get together and discuss the various important details connected with the filing of the details connected with the hilling of the articles of incorporation and other proliminary work connected with the huge undertaking. As Senator Clark's time is limited it is expected that everything will be pushed through with dispatch, and the company be an accompany deat within the review of the company of the company bean accompany to the control of the company plished fact within the next ten days after their arrival here. Mr. Gibbon has verything in readiness, so that he can lie the articles of incorporation within few hours if necessary. The various details have all been thought out, and the only thing necessary now is the approbation of the members of the prosed company.

FATAL WRECK.

One Man Killed and Two Tramps Injured in Washington.

Spokane, Wash., Nov. 19 .- A fatal wreck occurred on the Spokane Falls and Northern Railway at 4 p. m. yes-terday, two miles south of Dragoon station. One man was killed and two

caboose. When at the point where the tragedy occurred the rails spread because of the action of the snow and rain under the ties and four cars were thrown from the track down a rather steep grade. The engine and tender were left on top of the grade, also the remaining four cars. The four cars which were wrecked were loaded with lime. In one of the cars were seven All the more is the recent increase in travel on the steam railroads significant, as it has been co-incident with a great growth in street railroad travel. The 191 miles of travel per inhabitant may be compared with the 291 miles in the Gorman empire in 1898. Very likely if we included suburban street railroad traffic, which is of the same nature, we would find more travel per inhabitant in this country, but it remains remarkable that this amount inthese, John Klein, was caught beneath a pile of wreckage and crushed to death. Several others were pinned down by timbers. Patrick Welch and Richard Hocking were dragged out later by the trainmen who had escaped injury. Welch's collarbone was broken and his neck and shoulders were severely bruised and cut, Hocking's right arm was broken in two places. Both men were unconscious when found by the trainmen and were nearly sufformed. the trainmen and were nearly suffo-cated under bursted barrels of lime.

Vanderbilts After Erie.

New York, Nov. 19 .- From a high English financial authority, who closely in touch with American rail way affairs, it is learned by a Her-ald London correspondent that plans are maturing for the absorption of the Erie and Wabash systems by the New

York Central.

William K. Vanderbilt has been quietly buying Erie in the open market, and has also been gathering up Pennsylvania. Whether the New York Central is to acquire the Erie by purchase or by lease is not known. One of these methods will be adopted.

The London authority of the information says that many London holders.

the London authority of the informa-ion says that many London holders of Erie shares will be highly gratified to hear that the Vanderbilts are to take wer the railway. The plans are so real matured that the public announcement of the deal may be expected with-in a fortnight. For a long time the ac-quisition of the Wabash has been under consideration by the Vanderbilts to take over the lines west of Mississippi, but negotiations are now pending for the turning over of the Wabash lines east of Mississippi and Kansas City to the Atchison system. The Atchison now has lines out of Chicago to Kanas City, but not to St.

St. Louis was jost when the St. Louis and San Francisco railway was taken out of the Atchison system.

The New York Central, according to present plans, will take over the Wabash lines east of the Mississippi.

SPIKE AND RAIL. The Los Angeles Terminal road is lacing orders for ties and steel, Three carloads of Utah flour have re-

cently been among the shipments to J. J. Hendricks, traveling freight agent for the Union Pacific at Philadelphia, is in town.

The Union Pacific train No. 5 has jumped into popular favor with the traveling public generally.

Clarence McCornick will in all probability be one of the directors on the Los Angeles & Salt Lake road.

The Rio Grande Western is constricting 600 feet of snowsheds upon the approaches to the Altus tunnel on the Park City branch,

Word comes from Evanston to the effect that the Union Pacific will soon let contracts upon the Evanston-Salt

J. W. Stewart, foreman in the bridge and building department of the Rio Grande Western, has resigned to take a similar position on the Denver & Rio Grande. He left on No. 2 yesterday. A Woman's Awful Peril.

There is only one chance to save your life and that is through an operation," were the startling words heard by Mrs. I. B. Hunt of Lime Ridge, Wis., from her doctor after he had vainly tried to cure her of a frightful case of stomach trouble and yellow juandice. Gall stones had formed and plandice. Gall stones had formed and she constantly grew worse. Then she began to use Electric Bitters, which wholly cured her. It's a wonderful Stomach, Liver and Kidney remedy. Cures Dyspepsia, Loss of Appetite. Try it, Only 50 cts. Guaranteed, For sale by Z. C. M. I. Drug Dept.

Many people worry because they be-lieve they have heart disease. The chances are that their hearts are all right but their stomaches are unable digest food. Kodol Dyspepsia Cure digests what you eat and prevents the formation of gas which makes the stomach press against the heart. It will cure every form of indigestion. F.

Never try to coax a cold or cough, use the remedy that unfallingly conquers both. BALLARD'S HORE-HOUND SYRUP is the great specific for all throat and lung troubles. Price, 50 cents. Z. C. M. I. Drug Dept.

## PROF. STEPHENS TO THE MUSICAL PUBLIC.

vere not personally interested in many of the subjects written about, and many of you have doubtless laid the paper down and said: "Fortunate Stephens He is to be envied in having these great musical treats he writes about? Now that I can say to you, "Come with me to hear the best of all I have heard," how can I refrain from writing about

You will way: "You are advertising something you are interested in financially." Not one cent more than when wrote from New York, London, Paris or Berlin, when I little dreamed that you would have the chance for years to come to hear the rare "song birds" I had gone so far to see and hear, in our own grand old Tabernaele. Of all the group Nordica, "the magnificent," the only one you have heard-you ho have not crossed the continent, l mean, while I have had the great but expensive (to the tune of nearly \$2,000) pleasure of hearing most of the others.

To take up the list as they appear and simply relate to you little facts of special interest as 1 can remember them, I will begin with Suzanne Adams A year ago last winter I was in New York, and to my great regret had to leave the city to play "adjudicator" at the Milwaukee Eisteddfod just before this young, and new, American singer was to appear, and score a triumph at the Metropolitan Opera house, and it emained for me to hear her for the rst time at the Covent Garden in London this last summer. It was the grand opening night of the opera season. All ondon society must have been present. Melba was announced as "Mar-guerite" in "Faust" and I longed to hear her again and compare her with herself as I had heard her here. In-deed I was thristy for that dazzling crystaline shower of tones again. On arriving I saw that the name was changed to "Suzanne Adams." I can hardly say whether I was disappointed or not-possibly I was somewhat, but my eagerness to hear the latter was considerable, but what struck me most was how will London take her as a sub-stitute for a "Melba" (who was too ill to appear), I soon learned; from her first apeparance, her modest girlike manner, her flawless sweet, pure voice, made every one perfectly satis-fled with the substitution, and the great jewel bedecked audience showered ev-ery attention and mark of approval up-on her. This was continued through the season, until she had won the cov-eted London title of "Queen's Pavorite

Two years ago my trip to New York was rewarded by hearing our "favorite" in her roles in the Wagnerian cycle of operas, and one rehearsal of Tristan and Isolde" (to which she kindly invited me, giving me a pass through the stage door—my only appearance. appearance on the "metropolitan stage.") And last winter it so happened that my only hearing of her was in the sreat "Stabat Mater" given as a spe-cial performance one Sunday evening, with the full opera charms and orches-tra, just as we shall have it here—but the other three solo parts. ne other three solo parts. I simply want to tell you that it was a treat o miss which when ar apportunity of ears brings it within a day's journey o hear, should disqualify forever the nisser to any claim of being a music over. And we kept that company busy lying the grand old work, and innumerable encores until nearly 12 o'clock at

You have kindly read letters from | night, and no opera saw either a larg me for many months past when you er or more enthusiastic audience in that house. Nordica is today America's

MISS OLITZICA

I first heard in "Die Walkme" as the "Scolding Wife of Watan." I appreciated the grand voice, but did not like the "part" much, and it was not until last winter when I heard her as "Amneris" in Verdi's "Aids" that I fully appreciated her greatness. None of the great contrattos I heard in England or Europe in this fine dramat part has touched her, or erased for moment the beauty of her singting of it from my mind. If she has the con-traito part in the "Stabat Mater." I congratulate Salt Lake, the "duo" alone between her and Nordica will be worth the admission.

SCHUMANN HEINK

"the greatest German contraits of the age," is simply reprating what the entire musical world has declared. I was like "pulling teeth" to leave New York two years ago just a every one there seemed on the toe to hear her. But is was my fate, and no until last winter did I got to bear th How then can I resist telling you about them?

SUZANNE ADAMS.

Inthi last while the I have the singer. In opera, or concert she is equally great. I heard her in Wagner's "King," and later in the contralto part in Tristan and Isolde. And if there are "corns" on my vocal chords, I must blame her partly for having caused me to bring them there by my shouting at the close of that opera.

THE MALE ARTISTS.

Just as I go to say hello! to the gentlemen, I hear you disconnect my let-ter as "too long," so I will pass by Herr Blass, Signor Cremonini. Mr. Gilbert and Imhart de la Tour, neither of whom I know much about, save by reputation, which is excellent. But must have a word on "His Royal High his feet for his magnificent renderings of the "King" in "Lobengrin," as well as the friar in "Romeo and Juliet," I could scarcely think of him as any thing but the most magnificent voiced, elegant, refined "Devil" in all creation, from having heard him in Faust so many times. Even Melba and Calve, eide by side with him could not dim his lustre as "the star" of the opera at "Covent Garden" last summer. Eduard De Reszke's voice is heavier, but not so magnetic or supple. Truly. I heard so magnetic or supple. Truly. I heard so magnetic or supple. Truly, I heard not his equal in France or Germany. In Sig. Mancinelli we will have a conductor at once a master of his work, conductor at once a master of his work, dignified without being stiff, or pompous, as full of electric musical feeling as any conductor I know. One who imparts it too, to all around him. His orchestra fairly scintillates in brilliant passages, and seems ever in harmony with his interpretation of every shade of emotional feeling. The delight I have felt at his work in conducting both the concerts at the metropolitan. ooth the concerts at the metropolitar all the Italian or French operas Makes it a pleasure for me to speak to you of him as one of the greatest of conductors. I can scarcely believe that you and I are to hear all these right at home. As you value one magnificent rare night of pure, elevated music, one rare night of pure, elevated music, one that you will never forget while you live. Do not miss it! I am not writing for the interest of Mr. Grau, the artists, or my own. But for yours, my singers, my friends, the community to whom my life's interest musically is donated. The creator has distributed great gifts to only a few as examples only, to lift our ideals to higher planes. Do not let us miss these opertunities of being lifted in our ideals to the highest point yet reached by mortals. Yours in the interest of progress,

EVAN STEPHENS.

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full box back, velvet collar. And one of oxford gray mixture at \$5,

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