Great Lake and the gulf, will largely in the type of civilization for the whole western hemisphere. Already, as our history shows, the west has determined our national political development, and the fundamental principle of present American politics, political equality, was originally a western idea. VARIETY OF RESOURCES.

VARIETY OF RESOURCES.

The wonderful variety of resources in different portions of the valley make the demand for transportation altogether exceptional. Coal, lumber, corn, wheat, cotton, cattle-on the surface of the soil and beneath the soil the riches are great. There are already evident strong tendencies to increase the carying of freight from the northern part of the valley to the sulf, throughout the valley the land is so fertile as to make the field for the farmer peculiarly attractive; and where in the west the climate becomes dryer we enter upon the ranching country; while in addition to the products of the soil there are also the manufacturing centers, great and small the soil there are also the manufacturing centers, great and small cities of astonishing growth are found overywhere from the sulf to the Great Lakes, from the Alleghenies to the Rockies; most of them being situated on the great river which flows by your doors or upon some of its numerous navigable tributaries. New mineral fields are discovered every year; and the constantly increasing use of all the devices of intensive cultivation steadily adds to the productive power of the farms. Above all, the average man is honest, intelligent, self-reliant, and orderly, and therefore a good citizen; and farmer and wateworker alike—in the last analysis the two most important men in the community—enjoy a ant men in the community—enjoy a standard of living and have developed a standard of seit-respecting, self-reliant manhood, which are of good augury for the future of the entire republic. No man can foresee the limit of the possibility of development in the Mississippi valley.

NATURAL HIGHWAYS.

Such being the ease, and this valley being literally the heart of the United States, all that concerns its welfare must cocern likewise the whole country. Therefore, the Mississippi river and its tributaries ought by all means to be utilized to their utmost possibility. Facility of cheap transportation is an essential in our modern civilization, and we can not afford any longer to neglect the great highways which nature has provided for us. These natural highways, the waterways, can never be monopolized by any corporation. They belong to all the people, and it is in the power of no one to take them away. Wherever a navigable river runs beside railroads the problem of regulating the rates on the railroads becomes far easier, because river roads becomes far easier, because river regulation, is rate regulation. When the water rate rinks, the land rate can not be kept at an excessive height. Therefore it is of national importance to the fullest extent which is genuinely profitable.

DEEP CHANNELING RIVERS.

Year by year transportation prob-lems become more acute, and the time has come when the rivers really fit to serve as arteries of trade should be provided with channels deep enough and wide enough to make the invest-ment of the necessary money profit-able to the public. The national gov-ernment should undertake this work. Where the immediately abutting land Where the immediately abutting land is markedly flenefited, and this benefit can be definitely localized. I trust that there will be careful investigation to see whether some way can be devised by which the immediate beneficiaries may pay a portion of the expenses— as is now the custom as regards ceras is now the custom as regards certain classes of improvements in our municipalities; and measures should be taken to secure from the localities specially benefited proper terminal facilities. The expense to the nation of entering upon such a scheme of river improvement as that which I believe it should undertake, will necessarily be great. Many cautious and conservative people will look askance upon the project, and from every standpoint it is necessary, if we wish to make it successful, that we should enter upon it only under conditions which will guarantee the nation against waste of its money, and which will insure us against entering upon any project unof its money, and which will insure us against entering upon any project until after the most elaborate expert examination, and reliable calculation of the proportion between cost and benefit. In any project like this there should be a definite policy, and a resolute purpose to keep in mind that the only improvements made should be these vestigs patients. only improvements made should be those really national in their character. We should act on the same principle in improving our rivers that we should follow in improving our harbors. The great harbors are of consequence not merely to the immediate localities, but to immense stretches of country; and the same is true of the great rivers. It is these great rivers and great harbors the improvement of which is of primary national interests. The main streams should be improved to the highest practical degree of efficiency before improvements are attempted on the branches, and work should be undertaken only when completion is in sight within a reasonable time, so that assured results may be gained and the communities affected depend upon the improvements. Moreover, as an incident in caring for the river so that it may become an efficient channel of transportation, the United States government should do its full part in levee building, which, in the lower reaches of the river, will not only give vee building, which, in the lower reaches of the river, will not only give a channel for commerce, but will also give protection to the adjacent bottom lands.

MISSISSIPPI IMPROVEMENTS.

MISSISSIPPI IMPROVEMENTS.

Immense sums have already been spent upon the Mississippi by the states and the nation, yet much of it remains practically unused for commerce. The reasons for this fact are many. One is that the work done by the national government at least has not been based upon a definite and continuous plan. Appropriations by Congress, instead of assuring the steady progress and timely completion of each plece of work as it was undertaken, have been irregular and uncertain. As a direct consequence, far-reaching plans have been discouraged and continuity in execution has been made impossible. It is altogether unlikely that better results will be obtained so long as the method is followed of making partial appropriations at irregular intervals for works which should never be under-

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comise the blood, feed nerves and brain, one the stomach, aid digestion, give outful sleep. Especially beneficial in pared, pleasant to take. 50e. and \$1.

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taken until it is certain that they can be carried to completion within a definite and reasonable time. Planned and orderly development is essential to the best use of every natural resource, and to none more than to the best use of our insud waterways. In the case of the waterways, it has been conspicuously absent. Because such foresight was lacking, the interests of our rivers have been in fact overlooked, in spite of the immense suma apent upon them. It is evident that their most urgent need is a far-sighted and comprehensive plan, dealing not with navigation alone, nor with irrigation alone, but considering our inland waterways as a whole, and with reference to overy use to which they can be put. The central motive of such a plan should be to get from the sterams of the United States not only the fullest but also the most permanentee to the pate of a rendering to the patent as a subset of rendering to the patent as a plan of the united states not only the fullest but also the most permanentee to the patent of a rendering to the patent. able of rendering to the nation as a

RAILROADS AND RIVERS.

The industries developed under the stimulus of the railroads are for the most part permissent industries, and therefore they form the basis for future development. But the railroads have shown that they alone can not meet the demands of the country for transpertation, and where this is true the rivers should begin to supplement the railroads to the benefit of both, by relieving them, of certain of the less. leving them of certain of the less rofitable classes of freight. The more arseeing raffroad men. I am glad to til you, realize this fact, and many d searcely less so in relation to ex-

This is but one of the many projects which it is time to consider, although a nest important one. Plans for the improvement of our inland navigation nay fairly bogin with our greatest ver and its chief tributaries, but they an not end there. The lands which the can not end there. The lands which the Columbia drains include a vast area of sich grain fields and fruit lands, much of which is not easily reached by railways. The removal of obstructions in the Columbia and its chief tributaries would open to davigation and inexpensive freight transportation fully 2,000 miles of channel. The Sacraments and San Loaquin rivers with ly 2,000 miles of channel. The Sacra-mento and San Joaquin rivers with their tidal openings into San Francis-co bay are partly navigable now. Their navigation should be maintained Their mavigation should be maintained and improved, so as to open the marvelous rich valley of California to inexpensive traffic, in order to racilitate both rate regulation and the control of the waters for other purposes. And many other rivers of the United States demand improvement, so as better to neet the requirements of increasing production from the soil, increasing manufacture, and a rapidly growing population. opulation.
While thus the improvement of in-

while thus the improvement of in-land nevigation is a vital problem, there are other questions of no less consequence connected with our wa-terways. One of these relates to the purity of waters used for the supply of towns and cities, to the prevention of pollution by manufacturing and other industries, and to the protection other industries, and to the protection of drainage areas from soil wash through forest sovering or judicious cultivation. With our constantly increasing population this question becomes more and more pressing, because the health and safety of great bodies of citizens are directly involved.

IRRIGATION.

Another important group of ques-tions concerns the irrigation of arid ands, the prevention of doods, and lands, the prevention of the lands the reclamation of swamps. Already many thousands of homes have been established on the arid regions, and the and wealth of 17 population and wealth of 17 states and territories have been large-ly increased through irrigation. Yet this means of national development is ly increased through irrigation. Yet this means of national development is still in its infancy, and it will doubtless long continue to multiply homes and increase the productiveness and power of the nation. The reclamation of overflow lands and marshes, both in the interior and along the coasts, has already been carried on with admirable results, but in this field, too, scarcely more than a good beginning has yet been made. Still another fundamentally important question is that of water power. Its significance in the future development of our whole country, and especially of the west, is but just beginning to be understood. The plan of the city of Los Angeles, for example, to bring water for its use a distance of nearly 250 miles—perhaps the boldest project of the kind in modern times—promises not only to achieve its purpose, but in addition to produce a water power sufficiently valuable to pay large interest on the investment of over \$23,000,000.

UNUSED WATER.

UNUSED WATER. Hitherto such opportunities for using Hitherto such opportunities for using water to domble purrose have not always been seized. Thus it has recently been shown that water enough is flowing unused over government dams, built to improve navigation, to produce many hundreds of thousands of horsepower. It is computed that the annual value of the available but the annual value of the available but the server in the United usused water power in the United States exceeds the annual value of the products of all our mines. Further-more, it is calculated that under ju-



dicious handling the power of our streams may be made to pay for all the works required for the complete development and control of our inland wa-

FORESTS AND FLOODS.

FORESTS AND FLOODS.

Forests are the most effective preventers of floods, especially when they grow on the higher mountain slopes. The national forest policy, inaugurated primarily to avert or nitigate the timber famine which is now beginning to be felt, has been effective also in securing partial control of floods by retarding the run-off and checking the erosion of the higher slopes within the national forests. Still the loss from you wash is enormous. It is computed that one-fifth of a cubic mile in volume, or one billion tons in weight of the richest soil matter of the United States, is annually gathered in storm rivulets, washed into the rivers, and borne into the sea. The loss to the farmer is in effect a tax greater than all for reclaiming lands by irrigation in the aril regions and by drainage in the humid lowlands, or for utilizing the water power now running to waste, or for purifying the waters so as to reduce or remove the tax of seil waste, to promote manufactures and safeguard life, it is the part of wisdom to adopt not a jumble of unrelated plans, but a single comprehensive scheme for meeting all the demands so far as possible at the same time and by the same means. This is the reason why the inland waterways commission was created in March last, largely in response to petitions from citizens of the interior, including many of the members of Congress. Broad instructions were given to the commission in accordance with this general policy that no plan should be prepared for the use of any stream for a single purpose without carefully considering, and so far as practicable actually providing for, the use of that stream for every other purpose, Plans for navigation and power should provide with special care for sites and terminals not only for the immediate present but also for the future. It is because of my conviction in these matters that I am here. The laland waterways commission has a task broader than the counsideration of waterways commission has a task broader than the counsideration of water between our streams and the develop-ment and conservation of all the other great permanent sources of wealth it is not possible rightly to consider the one without the other. No study the one without the other. No study of the problem of the waterways could hope to be successful which failed to consider also the remaining factors if the great problem of conserving all our resources. Accordingly, I have asked the waterways commission to take account of the orderly developed. ment and conservation, not alone of the waters, but also of the soil, the forests, the mines, and all the other natural resources of our country.

EXHAUSTING RESOURCES.

Many of these resources which wave been in the habit of calless in have been in the habit of calling in-exhaustible are being rapidly exhaust-ed, or in certain regions have actually disappeared. Coal mines, oil and gas disappeared. Coar mines, of and gas fields, and from mines in important numbers are already worked out. The coal and oil measures which remain are passing rapidly, or have actually passed, into the possession of great corporations, who acquire ominous power through an unchecked control of these prime pecessities of modern life; power through an unchessed control of these prime becessities of modern life; a control without supervision of any kind. We are consuming our forests three times faster than they are being reproduced. Some of the richest tim-ber lands of this continent have already been destroyed, and not replaced, and other vast areas are on the verge of destruction. Yet forests, unlike mines, can be so handled as to yield the best results of use, without exhaustion just like grain fields. like grain fields,

GOBBLING PUBLIC LANDS.

Our public lands, whose highest use is to supply homes for our people, have been and are still being taken in great quantities by large private owners, to whom home-making is at the very best but a secondary metive subordinate to the desire for profit. To allow the public lands to be worked by the tenanis of rich men for the profit of the landlords, instead of by freeholders for the livelihood of their wives and children, is little less than a crime against our people and our institutions. The great central fact of the public land situation, as the public lands commission well said, is that the amount of public land patented by the government to individuals is increasing out of all proportion to the number of new homes. It is clear beyond peradventure that our natural resources have been and are still being abused, that continued abuse will destroy them, and that we have at last reached the forks of the road. We are face to face with the great fact that the whole future of the nation is directly at stake in the momentous decision which is ferced upon us. Shall we continue the waste and destruction Our public lands, whose highest use of equal gravity new before the

is the plain duty of those of us who

It is the plain duty of those of us who for the moment are responsible to make inventory of the natural resources which have been handed down to us, to forecast as well as we may the needs of the future, and so to handle the greet sources of our prosperity as not to destroy in advance all hope for the presperity of our descendants.

As I have said elsewhere, the conservation of natural resources is the fundamental problem. Unless we solve that problem it will avail us little to solve all others. To solve it, the whole nation must undertake the task through their organizations and associations, through the men when they have made specially responsible for the welfare of the several states, and finally through Congress and the executive. As a preliminary sten, the inland waterways commission has decided, with my full approval, to call a conforme on the conservation of natural resources, including, of course, the streams, to meet in Washington during the coming winter. This conference aught to be among the most important gatherings in our history, for none have had a more vital question to consider.

GREAT NATIONAL PROJECT.

GREAT NATIONAL PROJECT. There is a great national project already under way which renders the improvement of the Mississippi river and its tributaries spectally needful. I mean the Panama canal. The disguise of that canal will be of benefit to the whole country, but most of all to the whole country, but most of all to the states of the Pacific slope and the gulf. &

and if the Mississippi is properly improved, to the states through which it flows. The digging of the Panama canal is the greatest engineering feat which has yet been attempted on this globe. The work has been going on most successfully and with fewer drawbacks and difficulties than I had dared hope. When under our treaty with Panama we took possession of the canal zone. I was confident that we should be able to build the canal, but I took it for granted that we should meet many unexpected difficulties, not only in the actual work, but through, and because of, the diseases which had made the isthmus a byword of unhealthfulness. The work done in making the conditions on the isthmus healthy, however, has been so successful that at present the death rate among the thousands of Americans engaged in the canal work is lower than in most localities in the United States. The organization has been perfected, the machinery installed, and the actual work, of the dredges, the steam shovels, and the dirt trains, is going on with constantly increasing rapidity and effectiveness. In the month of and if the Mississippi is properly imwith constantly increasing rapidly and effectiveness. In the month o August over 1,200,000 cubic yards o material were removed, chiefly from material were removed, chiefly from
the Culebra cut—the record removal
—and if this rate can be kept up, as
I believe it will be kept up, the work
of digging will be through in half a
dezen years. The finishing of the
locks of the great dam may take a
little longer; but it begins to look as
though the work will be completed
even sooner than we have estimated.

NOT PARTY QUESTIONS. Remember, gentlemen, that any work like this entails grave responsibilities. The one intolerable position for a self-respecting nation, as for a self-respecting man, is to bluff and then not be able to make good. We have accepted the Monroe doctrine as a cardinal feature of our foreign polyton. We have undertaken not only icy. We have undertaken not only to build but to police and to guard the Panama canal. This means, unless we are willing to accept the humiliation of being treated some time by some strong nation as a vain and weak braggart, that we must build not materials our news at the highest and maintain our navy at the highest point of efficiency. When the canal is finished our navy can move from one ocean to the other at will; for remember that our doors open on both oceans. Until then our battle fleet, which should always be kept and maneuvered as a unit, ought nov

to appear in our home waters in one ocean and now to appear in our home waters in the other. And, ohmy friends and fellow-Americans, I my friends and fellow-Americans, I must carnestly hope all our people will remember that in the fundamental questions most deeply affecting the life of the nation there can be no proper division on party lines. Matters of such grave moment should be dealt with along the lines of consistent and well thought-out policy, without regard to any change of administration or of party at Washington. Such questions as the upbuilding and maintenance of the United ing and maintenance of the United States navy, the completion of the Panama canal in accordance with the plans now being carried out, and the improvement of the Mississippi riv-er are not party questions. I am striving to accomplish what I can in such matters as these because the welfare of the nation imperiously de-mands the action that I am taking mands the action that I am taking It is action in the interest of all the people, and the need for it will be as great long after I have passed out of public life at it is now. On these great points that I have mentioned as on others I could mention, from the standpoint of the nation the policy is everything, while it is if little importance who carries it out so long as it actually is carried out. Therefore, I hope you will see to it, according to your best endeavor, that the policy is accepted as permanent, as something to be persevered in because of the interest of the whole people, and without regard to any

cople, and without regard to any

REGULATION OF RAILROADS. Refore closing let me say a word upon the subject of regulation of the railways by Congress under the interstate commerce clause of the Constitution. In my judgment the old days of happy-go-lucky indifference on the part of the public to the conduct of the corporations have passed. The American people has made up its mind that the conditions of modern industrialism are such as imperational conductors. its mind that the conditions of mor-ern industrialism are such as imper-atively to demand supervision in the interest of the people as a whole over these great corporations. Most em-phatically we should do full justice to them; but in return we should ex-act justice from them to the public. Some of them have become so habitnated to disregarding everything but their own wishes and interests that the effort to establish a proper super-vision over them has aroused on their art a curiously unreasonably antag-nism. Their spokesmen do not seen to be aware that in what we have een trying to do we have not been approperly radical; using the word a its right sense, we have been con-ervative. We have merely taken In its right sense, we have been conservative. We have merely taken the first steps in a policy which must be permanent if our democratic institutions are to endure; while, as a matter of course, we must also keep ever in mind that it is exactly as injurious to true democracy to inflet as tamely to suffer, wrong. We can no more tolerate injustice to the railreads than injustice by them; one course is as immoral and as fundementally mischievous and injurious to the people as the other.

RAILWAY SECURITIES.

In the matter of supervision of the steat railway corporations we are acting as all civilized geveraments have already acted or are on the point of actins. The unrestricted issue of railway a-curities without any supervision, and under circumstances which often result in the gravest senadal, should not be permitted, and anly by governmental action can it be prevented. It is already thus prevented in England and Germany, for instance. In England the first royal commission of railways, of which that great parhamentary and popular leader. William Ewart Gladstone, was chairman, set forth as fundamental the very principles which here have at last been enacted into law, or which, as I firmly believe, will speedly be chacted. Of course, in any movement leaks. RAILWAY SECURITIES.

ing to the regulation of vast corporate wealth engaged in interstate business, and to the cutting out of all abuses connected therewith, there will at times he suffering. In which, unfortunately, many innocent people will be involved. But such suffering of the innocent is unvoidable in every great movement of life. Able and unscrupulous men are sure to deceive certain innocent outsiders and persuade them to invest in ventures under conditions which render loss certain when the force of the law is asserted. I am exceedingly sorry for these innocent people; but it is not possible, because of them, to refuse to proceed against the men who have victimized them. It is just such a case as would occur if an unscrupulous man with counterfeit money visited some remote village, spent his money, and then disappeared. The local inniseeper and livery stable keeper, the shopkeeper and the neighboring farmer, would all have been victimized; they would have lodged and fed the man, have supplied him with goods from the store and the farm, have hired horses and wagons to him, and in return would find themselves leaded with counterfeit money. If, under such circumstances, the government found out what had happened it would have no alternotive save to stop the circulation of the counterfeit money, though those possessing it were innocent. It would, of course, try to secure the conviction of the thirf, but if he had escaped the jurisdiction of the law, it would nevertheless be innocent counterfeit money. Well, just the same thing is true when it comes to enforcing the law against business men of great wealth who have violated it. People are always beseeching me not to enforce it against them, because innocent counterfeit money. Well, just the same thing is true when it comes to enforce it with a gentlenes that would prevent anybody, good or had, from being hurt. It is not possible to comply with such requests, even when they are made in good faith. This is a government of law, a law which applies to great and small alike. I am sorr THE GREATEST NEED.

THE GREATEST NEED.

In conclusion, friends, let me impress upon you one thing. Good laws can do much good; indeed, they are often indispensable. There is urgent need that we should have honest and efficient atcien by those whose province it is to put the legislation into effect. But there is infinitely more need of a high individual average of character. The only permanent way to help any man it to help him to help himself. To teach him permanently to depend on anything save his own powers is to do harm and not good. Let no man persuade you that laws by themselves, no matter how necessary and beneficial, will make any community happy and prosperous, or be even the chief factors in securing such happiness and prosperity. In the last analysis the vital factor in each man's effort to achieve success in life must be his own character, his own courage and uprightness and intelligence, in this audience are many men who wore the gray in the great civil war. In every audience I have spoken to on this trip there have been men who fought in either the Union or confederate army, and often representatives from both armies. New, you men to on this trip there have been men who fought in either the Union or confederate army, and often representatives from both armies. Now, you men know that while in time of war there is need of good generalship, need of good organization, yet the determining factor in the regiment, the brigade, the army, is, and must ever be, the individual character of the individual soldier; his prowess, his hardihood, his unyielding resolution, his stern fidelity to duty, his capacity to act on his own individual responsibility when necessary, and yet to serve over or under or with others in perfect harmony and obedience. It is the character of the man in the ranks which primarily determines the failure or success of battle and campaign. In the great civil war our armies, northern and southern alike, won their high position forever and all time in the undying regard and admiration of their fellow-citizens, because the man who carried saber or rifle, had his high standard of personal quality. Just as it was in time of war, so it is now in time of peace. If a man has not got the right stuff in him then no law can possibly get it out of him, because it is not there to get out. All that the law can do is to punish evil, to encourage what is good, and to secure aw can do is to punish evil, to en-courage what is good, and to secure so far as is possible, an equality of op-cortunity for all men to show their trength of body, mind and soul in the lard struggle of life.

WILL CHARGE THREE CENTS.

Topeka, Kan., Oct 4.—The Kansas rall-roads today withdrew their request to the state board of rallway commissioners to be allowed to charge three cents a mile for passengers who fail to buy tick-ets. It is assumed that the rallroads intend to take the matter into their own hands and charge the three cents re-

CAVE-IN FOLLOWS EXPLOSION.

Birmingham, Ala., Oct. 4.—An explosion of gas occurred in mine No. 7, of the Fennesses Coal, Iron & Rallroad company, at Pratt City this morning, and a ave-in of the roof followed. Four miners, including the hank hoss, were caught behind the cave-in and are believed to be lead. A number of injured men were aken out and removed to hospitals.

FRACTURED HIS SKULL.

Vancouver, B. C., Oct. 4.—Herbert R. Morton, Australian millionaire, slipped in the steps of the Vancouver Opera tease last night, fractured his skull and vill probably dis.

RAILWAY TELEGRAPHERS.

President of Order in Denver to Take

Personal Charge of Grievances. Denver, Oct. 4 .- H. B. Perham, national resident of the Order of Rallway Teletuke personal charge of the grievance the telegraphers against the Deave. the committee composed of the chairon of the grievance committees on the non of the grievance committees on the coads west of the Missouri river, who have been called together to consider the fluation. Reinstatement of R. H. ikeegs discharged because of his refusal o tes. Western Union wires at Grand function, has been demanded by the telegraphers and flatily refused by the Denier & Rio Grande officials. "We have not come to talk strike, but o present a reasonable demand in a genlemanly way," said President Perhamically.

EPISCOPAL MISSION DAY.

Richmond. Va., Oct. 4.—The general Episcopal conference today observed missionary day. The house of hishops and the house of depaths met in joint session in the hall of the latter, the bishops excupying sents on the platform, with Hishop Tuttle presiding. Various reports were received.

Dr. Acthur S. Lloyd, general secretary of the beard of missions, delivered an address on the progress of the church's misstems at home and abread.

Dr. Reese plaop, member of the deputation to visit the missions abroad, spoke of the work heing done in the far east, Prior to the joint session, the house of deputies received the visiting bishops from Canada and Australia.

UNION DENTAL CO 218 South Main. HONEST WORK HONEST PRICES Paintess Extraction of Teeth or No Pay.

Who would have thought of 200 children drawing Dutch figures. It is equalled only by the way McDonald's Dutch chocolates draw-just a taste and then every one is drawn to them.

30c and 60c half and pound.

DON'T FAIL TO SELECT YOUR PIANO TODAY OR TOMORROW

At the Clayton Music Company's Store, Where They Are Closing Out Entire Stock on Account of Extensive Work of Store Remodeling and Repairs Soon to Begin.

TWELVE OF THE FINEST PIANOS

Will Be Selected and a Further Great Cut in Price of Each Will Be Made for Friday and Saturday Buyers. Will You Be One of the Lucky Ones to Get Them?

We Are Making Easy Terms of Payment to Everybody-This Is the Greatest Money-Saving Piano Opportunity You Will Ever Have-Open Evenings, 109-111 Main St.

rreat sale. The whole stock is being sold, and our store is the center of attraction for buyers from far and near, who are eagerly snapping up the great

derious opportunity for money-saving scople. The very best pianos are being taken here daily at \$150, \$200 to \$250 less than any former price ever quotd on these instruments.

It pleases us very much that the people show their faith and confidence in this house by their liberal patronage during the first few days of this sale, notwithstanding every instrument is going at cost or less.

But, as stated before we would rather have these planes in the homes of the people at these greatly cut prices than allow them to remain here and he damaged while work of remoddling our store is going on.

We are determined to close out every nstrument by the date this work is to regin. In fact, we must close them ut, as we have agreed to have the store clear of all stock when work is

to begin. SO. FOR FRIDAY AND SATUR-DAY WE ARE GOING TO OFFER TWELVE EXCEPTIONAL BAR-GAINS, TWELVE OF THE VERY BEST MAKES OF PIANOS HAN-DLED BY US AT A FURTHER BIG CUT ON PREVIOUSLY GREATLY REDUCED PRICES TO THE FIRST

LUCKY PEOPLE WHO GET HERE. Now, this is for Friday and Saturday. At the prices we will mark on these twelve fine planos it seems to us every one of them ought to be taken within a few hours after this great

We therefore strongly urge prompt action on your part if you need a piano. If you are to be one of the lucky ones to get these twelve, you should not wait a minute after reading this. Here they are:

Two \$300 uprights, both in ma-.hogany, large size, elegant de-signs, standard grade and fully guaranteed. Your choice at only\$112

Terms: Cash or payments to suit. Two \$325 uprights, mahogany and English oak cases, fine make, carved or plain panels, beautiful veneers. Your choice, only\$167 Terms: Cash or payments to suit

Two \$350 uprights, same makes as above, but different styles, Colonial desings, Mahogany and French Walnut cases. Your choice at, only\$192 Terms: Cash or payments to suit Two \$400 uprights , Mahogany and fancy walnut, very latest styles, high grade, beautiful pianos and very popular make. Terms: Cash or payments to suit.

Every day is bargain day at this | Two \$450 uprights, highest grade, maliogany and English oak cases, finest veneers, handsomely carved, latest styles. Your choice at\$263

Terms: Cash or payments to suit. Two \$500 uprights, very finest highest mahogany veneers, grade, one a Colonial Style, the other very elaborate, no better pianos made. Your choice, at

Terms: Cash or payments to suit. You Will be Pleased.

We are sure you will be pleased with one of the beautiful planes enumerated above, and think of the good fortune now yours to be able to secure one at the prices quoted and on term of payment made easy for you. Uprights as low as \$65.

Uprights cut down to \$85, 97 and Square pianos at \$15.

Square Pianos, fine ones at \$25. The World's Best Planos.

You will agree with us that such

planes as the Steinway, Ves. Kimball, Estey, Schaeffer, Story & Clark, Winter, Hallet & Davis, Whitney, Rudolph Willard and Hinze are the world's best. They are all in this sale, cut down greatly in price and sold on easy terms

Out-of-Ttown People.

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