FAVOR ROOSEVELT FOR THIRD TERM

Consensus of Opinion in Washington is That 90 Per Cent of Republicans Want Him.

EVEN AGAINST HIS OWN WILL.

Sectish Rite Masons Legislate for Bencht of Order-Movement to Presvent Waste of Timber Products.

Special Correspondence.

Washington, D. C., Get. 28.—Since the return of President Resouvelt there has been an influx of politicians to Wash-Ington, and taking their opinions, analyzing them and classifying them the consensus is that President Room velt will be asked by the national Republican convention to accept its nomination for president. United States senators who represent states west of the Mississippi, are divided as to their preferences for president, but there is not one who will not flat-footedly say that President Roosevelt is the perzonal choice of 90 per cent of the Republicans in their states. There are those who think with Senator McCum ber, of North Dakota, that the president meant just exactly what he said on the night of his election in 1904, that under no circumstances would be be candidate for re-election nor would be run it nominated, but they arane, at least many of them no, that conditions

have very vitally changed since that declaration and that there is no man so fitted to carry out the policies which the mass inadoutated as the president himself. Senator McCumber holis that the president is not to be one related in connection with the nomination because it would be six tification for him to accept a non-ination based on his unequivered opinion that to tak another beamination and olection would amount to practically a third term.

Just how far this sentiment goes in the west cannot with verity he told, but the fact remains that politicians of all classes do not hisitate to say that Roosevilt is as strong in the country today as he ever was, and in some sections of the west and anoth infinitely stronger. There is no gainsaying that you hear Roosevelt taked about in the hotels and the clubs hereabout as the only logical senaination the Republicans on in the conduct of the government since he became the chief executive of the republic, and now that he has gone on record in favor of making the Mississippi a great artery of commerce by widenium and despening that mighty stream, the west as represented in Washington by many politicians here on husiness is for the president more strongly than ever.

POLITICAL GAME.

As pretty a game of politics as has been seen in years is now being played in the nation's carital. It is felt in every one of the states with the possible exception of the bailed Atlantic group where Mr. Roosevelt is not liked because he had the courage of his convictions to attack the entrenchments of the corporations, but like another of the great men of the United States he is loved by the rank and file for the enemies he has made. As the Republican national convention will be freer to express its judgment than any convention of that party in a querier of a century it is reasoned that when the delegates come together and solemnly charged with expressing the soler sense of their constituents that Mr. Roosevelt's nomination cannot be "shusted" off. The president may be planning to spring a surprise upon the American people as to his nomination. But those who have seen him lately and have talled to him regarding the political situation come away from the White House religing that Mr. Roosevelt knows to a gend certainty that the poorle are deternanced to the agitation now going on for his renomination be must a reak cut in no uncertain way as to his future plans.

BLOWING HIS WAY.

It is significant that among the men It is significant that among the men-when he summoned to conference while on his tour of the Missisppi the one most nearest to him was Gov. Curry of New Mexico. On returning to the territors Gev. Curry started is to organize a horseveit sentiment. Not a sentiment for Mr. Taff for president but a sentiment for Mr. Rooseveit and he stated in so many words that Rooseveit was his candidate to succeed him-nelf. The while is blowing Rooseveit way and opinion is stronger than ever in Washington that he will be the standard heaven of the grand old party in 1908. party in 1903.

SCOTTISH PITE MASONS.

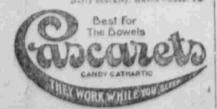
During the past week the supreme council of Scottish Rite Masons for the southern jurisdiction has been meeting in this city for the purpose of legislating for the benefit of that order. According to the message of the grand commander. James D. Richardson of Tennessee, upwards of 2,000 Masons have joined the Scottish Rite since the last blennial meeting at the council in 1905, and that the membership in this branch of Masonry numbered upwards of 32,000. The supreme council is at present compassed of 22 members, three of whom are in extremely feeble condition. These givileness are Prederle Wy-blen, the secrotary, who is 30 years of age Martin Collins of St. Louis and Dr. Nunn of Georgia. The average age of the 22 members is 69 years and 6 months and in the very nature of things they cann much longer continuentity work in the body.

OVER 10 PER CENT WASTE.

OVER 50 PER CENT WASTE.

According to a buildin just issue by the forestry boreau case than per cent of the average tree as stands in the worls comes into market in the form of merchanish products. The remainder is allowed to go to waste. Some trees suppose to be of little value have been habits

Sour Stomach



ANHUAL SALE, TEN MILLION BOXES

SKIDOO SALE

of school hats is on at-

Banks' 116 So. Main St.

THIS WEEK

25 Cents

is the price of any velvet, Cravenetts, Poplin, Serge or flannel school hats or

_ 4 500 EMILIONAL ORDER OF THE PROBLEM THE PROPERTY PROPERTY ally neglected altogether and left in

and prices reached a point where building operation were handicapped. Lumbermen, it is esserted, in the bulletin have too often gone into the richest forests of the country and merely "skimmed the cream" taking only choice parts of the trees, and wasting the remainder. Scarcity has now called a halt and made it necessary to put the whole tree to its best use.

sary to put the whole tree to its best use.

The investigations of the government to discover uses for waste material were first carried on under something of a disadvantage because of the laboratories being in different cities. Consolidation of forces and close co-operation were almost impossible. This was remedied last July by the transfer of headquarters to Washington. A building suited to the special requirements of the work was erected in which the apparatus previously used elsewhere has been installed. Here the field of linguisty will be extended to cover additional phases of the waste problem as it effects the timber supply.

MOTHER FINDS

Little Girl Came Up to Her Carriage and Begged for

RECOGNIZED HER OWN CHILD.

In Flight of Russians After Battle of Liaoyang She Was Stolen By Bandits.

Moseow, Oct. 29 .- The crowd of promenadors on the Tvorskaya witnessed today the ending of a war iragedy which had its beginning a the battle of Liaoyang.

A smart landau drawn by a fine team of horses drew up to a restaurant. The occupants, a handsome officer and his wife, stepped out and at that moment a little beggar girl. tattered and torn, drew near, extending her hand with a piteous appeal for aims. The lady fumbled around her pocketbook and drew out the desired coin and was about to hand it to the beggar girl, but, upon catching sight of the girl's face she uttered a acream, and, rushing forward throw her arms around her neck and began hugging and kissing her. After this the officer, his wife and the little girl drove away. The following planation of the scene was obtained

buring the battle of Llacyang the officer was in command of a regiment and lived with his wife and daughter in a Chi * 22 hut near the scene of operations. When the flight of the Eussian soldiers began, they were followed by bands of roving bandits, who burned and looted everything they could lay their nands on. In the panic which followed the disordired retreat the officer's daughter a very young girl, was lost. A few days later a detachment of Russian soldiers put the bandits to flight and regained much of the plundered goods. They found also the little girl, whom they took along with them. One of the soldiers took a great fancy to her, and when he was wounded and sent to recuperate at Moscow, she went with him. In Moscow the man died and the little girl was left alone to wander the streets and live on the pittances she could beg. Good fortune led her to the street where her parents were driving, and thus the family was reunited. During the battle of Llacyang the

TYRELL EXCOMMUNCATED.

Severely Criticized Pope's Recent Encyclical on Modernism.

Rome, Oct. 30.—The virtual excom-munication of the Rev. Father Tyrell, the English Jesuit, who severely critiized the pope's recent encyclical on contembra, will, it is said, probably be ollowed by the adoption of similar consures against German, Italian and ch Modernists.

The retirement of Mgr. Lacrox, bish-of Harenaise, France favored the ceptance by the clergy of the church and state esparation law is considered to be primarily due to the prelates tack of sympathy with the recent pitre mentaine policy of the various. The reason given for the bishop's retirement, however, was ill health.

NEW YORK DENIES IT.

Now York, Oct, 19.—At the office of the Union Pacific Railway company in this city there was a prompt denial of the accuracy of the telegram from Omaha announcing that all construction on the entire system had been abandoned. It was said that a discharge of employee always took place on Nov. 1, after the construction work of the summer was ended, because construction work in winter was much more expensive. mer was ended, because renarracing work in winter was much more expensive, and that this year the number of men discharged was greater only because the amount of construction work dene during the summer had been greater. No curtailment of business is looked for but rather an increase. greater. No currently an increase, looked for, but rather an increase.

Oregon Short Line Officials Make Cheering Declarations Regarding Salt Lake.

OTHER ACTIVITY STOPS.

Stacking Down is Natural Result of Present Monetary Conditions-Undoubtedly Temperary, Only,

Through the clouds which seem to gathering in the dannelat-indusrial sky is a ray of light shedding its warmth over the intermountain region The order for retreachment on Harri man lines does not include local im povements. W. H. Bancroft, vice president and general manager of the Oregon Short Line and Mr. Harriman's personal representative, is nutbority for this encouringing news. Work on the union depot is to go shead towards completion and improvements under way in the city's street car system will not be stopped. A qualification is inserted, however, Unless conditions become extremely stringent all this work will be carried out. Mr. Bancroft says the Yellowstone branch, which is all but completed, will stand as it is for the winter. Double tracking the main line is another tremendous undertaking to be postponed. It is explained interruption is to be temporary only HOW SITUATION STANDS.

What can be expected?" was asked "Mr. Harriman and the big railroad builders," said Mr. Bancroft, "are in just the same position that any builder is. For an illustration, suppose you had \$10,000 in a bank at the present time and were thinking of drawing it time and were thinking of drawing it out to finish a home you had started. The bank tells you its depositors are foolishly timorous and to keep them confident it is necessary for the bank to have all available money on hand. You are begged to leave your money there for a while—until the "scare" is over. What would you do? If you decided to help the institution tide over you couldn't build your house, could you? Well, there's the whole thing in a nutshell. The general slacking up of railroad activity is due to unsatisfactory monetary conditions. unsatisfactory monetary conditions.

Money is being left to ward off a panic and while being put to this use cannot be expended upon big improve-

HELPING GOVERNMENT.

Railroad officials in the Oregon Short Line headquarters here explain the curtailment is not so much a step towards cutting down expenses as it is a move towards doing away with additional expenditures. It is known the big financiers of the east responded to the call of the government, and are now heiping the eastern banks over the rough seas. Relief is in sight and it is expected here that all western projects will be under progress again by early spring. again by early spring.

PUSH WORK ON DEPOT.

Mr. Bancroft says the union depot for this city will be carried ahead rapidly. Plans are expected from the east at any time and with these to guide erection will be pushed ahead in good shape. Both Mr. Bancroft and J. E. Wells, general manager of the Utah Light & Railway company, say no word regarding the Utah Light & Railway company has been received and no order for curtailment is expected. All higher officials say there is no no order for curtailment is expected.
All higher officials say there is no need for alarm as the present stringency will lift as soon as it has served its purpose—that of preventing really serious conditions.

Fred A. Maynard Seeks Recovery of \$15,000 Acres of Land.

After a few days spent at Reno, Nev., were he instituted suit on behalf of the government against the Central Pacific Railway company, Fred A. Maynard yesterday returned to Sait Lake. The suit was brought to recover about 15,000 acres of land obtained unlawfully, it is contended, by the railroad company, and included in grants made to it by the government.

The land in question is mineral in character, and therefore could not be lawfully patented under the provisions of the general grants made by the government. Many rich mines and promising prospects are upon the ground scught to be recovered, and it is estimated that the parcel is worth upwards of \$10,000,000 at the present time. The railroad did not seek to obtain patent until 28 years after the grants were made, and it is alleged that even then unfair methods were employed in the way of advertising applications and notices.

WEST IS "MIGHTY BIG."

Blaine Phillips of Bolse, formerly edi-Blaine Phillips of Bolse, formerly en-tor of the Northwest magazine, is in this city. Mr. Philips has been mak-ing a tour through Utah. Idaho, Mon-tana and Wyoming to collect data for a booklet to be published by the Ore-gon Short Line and Union Pacific. Mr. Phillips sees much in the west. He points out that the strike of oil near Payette promises a lessening demand points out that the strike of oil near Payette promises a lessening demand for coal. Idaho has a new chalk which is made into chinaware. This industry is entirely new, yet is already highly in portant. "So it goes," says Mr. Phillips "every day sees auther step taken forward and onward. The west is a mighty big proposition and half is not known of its resources and possibilities." and possibilities."

ABOUT "WATER COMPETITION." Big Gathering of Inland Shippers to Be Held in Kausas City.

Special Correspondence.

Oklahoma City, Oct. 26.— Do the railroads of this country overcharge inland towns and cities and thus make up the loss sustained by them in hauling freight at less than cost to and from favored so-called water competition points? Inland communities, such as Sait Lake, Denver, Spokane, Wichita, Topeka, Fort Worth and Oklahoma City say they do and place the burden of blame on Congress. It is claimed that millions of dollars of the neopte's money is expended annually upon artificial so-called ravigable streams which never have been and never will be to any great extent actual mediums of transportation. Such projects," says a crolidism shapper, "are concocted by scheming individuals and communities for their sets benefit to the detriment of the people at large."

The belief is general that the present effor to secure large appropriations for so-called navigable streams is carried forward largely by communities that have no actual natural opportunities for water transportation but which hope to make a purely artificial showing for the purpose of securing railway freight rate advantages based on alleged water competition.

To put an end to this abuse and Special Correspondence,

tion to participate in the inland communities convention which will be held at Wichita, Kan. Nov. 16, 1807, for the purpose of discussing the subject of river and harbor appropriations by Congress to the end that members of Congress may be asked to avoid favoring appropriations for waterways when actual regular transportation of freight on such waterways is not practical. It is contended that in a great many cases railroad rates are based on water competition tha purely is theoretical. This convention will also be called upon by the Edand merchania to petition Congress to amend the interstate commerce has in such a way as to obliterate present unjust freight rate consditions produced and tostered by alleged water competition and other falsa theories.

The official call for the inland comnunities convention has been sent to over 500 commercial organisations and raffic bureaus, and to the mayors of yer 500 cities as well as the governors.

It is expected that the convention will rival in importance the river and harbor congress that assembles in Washington every winter to urse upon congress the necessity for imprexing the waterways if the country and thus alteviate present congested traffic conditions. The inland communities convention is also in favor of waterway improvements but would eliminate alterhimetical, impractical and pet projects which find their way into the appropriation bills not through merit but because of this or that congressman's influence with the national administration. The coming convention will probably be one of the largest conventions ever help in Kansas and promises to become a permanent organization. That this organization can exercise a healthy influence at Washington when Constants

ization. That this organization cap exercise a healthy influence at Washington when Congress is in session and voting away the people's money is a longer a matter of doubt.

A splendid example of the infamous workings of freight rates based on sacralled water competition is the freight charage places on shells from New York to Kansas City and New Work to Wichila and Oklaboma City. In the York to Kansas City and New Work to Wichita and Okishoma City. In the first instance the charge is 43 cents while in the other it is 83 cents and \$1.07 respectively, or over twice as much and this in view of the fact that there is no actual water competition between Kansas City and the metropolis and the further fact that both places are less than 200 miles farither west. Also the fact that the railroads at the present time are shipping grain from Kansas to Galveston for is cents per 100 pounds, while interior points in Kansas, Okishoma and other states are paying 24 cents and more.

It is said that the present movement will not subside until the square deal principle is established for the inland towns and an equitable freight schedule is established by the railroads all over the country.

ADD FIVE DOLLARS.

Western Railroads Fight for Colonists' Bates-Advance Agreed Upon.

Chicago, Oct. 20. At a meeting in Chicago yesterday represe utives of the larger railway systems agreed not to abandon the home-seeker excursions to the west.

Since the passage of the 2-cent fare laws in many of the western states there had been talk of discontinuing the

For three days the general passenge: agents of the larger systems have been in conference here considering the ques-

There was a minority of the opinion that the rate should be wiped out and regular traffic charged to all. Representatives of the Union Pacific, Burlington, Milwaukee and St. Paul, Northwestern and Rock Island said that under no circumstances would they agree

western and Rock Island said that under no circumstances would they agree to abandon these rates, as they had resulted in building the west.

It was agreed, however, that the home-seekers' rates be Islightly advanced after Jan. 1. The maximum advance will be \$5 on each round trip ticket. To illustrate, the round trip home-seekers' fare, Chicago to Texas and other southwestern states, will go from \$25 to \$30; to Wichtla, Kan., from \$20,65 to \$22,25 and to Denver from \$25 to \$32,15. It is plauned to advance the \$33 one way California rate in the spring to \$38.

CONSIDERING RETRENCHMENT. Officials of Country's Railroads Meet

New York, Oct. 30.-Men who are rominently identified with the immediste and practical operation of the large railroad systems of the country gathered in this city yesterday and took counsel with each other as to how best to curtail expenses on the respective roads. The general opinion expressed by these men was that there will be a material reduction in the out-

will be a material reduction in the out-lay for the operation of railroads and in the purchase of railway supplies throughout the United States.

The principal gathering place of the railroad managers was the Holland House. There during the day the ex-scutive committee of the American Railway association met and conferred with representatives of the steel rail commission.

This executive committee is composed

with representatives of the steel rail commission.

This executive committee is composed of the following members: W. C. Brown, vice president of the New York Central; Daniel Willard, vice president of the Chicago, Burlington & Quincy, W. A. Gardner, vice president of the Chicago & Northwestern; H. C. Mudge, vice president of the Long Island railroad; Vice President Gray of the St. Louis and San Francisco railroad; G. L. Potter, vice president of the Baltimore & Ohlo railroad; I. G. Rawn, vice president of the Illinois Central road, and L. F. Loree, president of the Delaware & Hadson.

This committee will today report

This committee will today report progress at the semi-annual conven-tion of the American Railway association of the American Railway associa-tion, which will be held today at the Waldorf-Astoria. The steel rail com-mission's report on the investigation of the subject of the most economical rail to be adopted will be presented today, but it was stated vesterday that no definite action on the matter will be taken. The committee after the adjournment of the convention, will go on with its work, which is yet far from complete.

CONSTRUCTION CHECKED, Refrenchment Story Bobs Up Again

Stronger Than Ever-Denials.

Omaha, Oct. 29.—The Union Pacific callroad today discharged between 4,000 and 5,000 workness from the contraction department, and every piece of construction work on the entire system is abundaned.

tem is abandoned.

The Lahe cut-off, west from Omaha,
which has cost \$5.000.000 and three
years work and which would have been
mished in 15 doys, has been abanloned. The work has ceased on all oads in Kausas and along the Kausas itvision,including the new line between Copeka and Lincoln, Neb.

The work on the new shops in Omaha

has been temperarily abandoned.
None of the operating force has been stecharged and probably will not be for some time. On this point Gen. Supt.

A special train containing an observa-tion car, baggage car and several pri-vate cars started from this city Tues-day to make a trip over the Oregon Short Line system. Genl. Supt. Buck-lugham, Supt. Manson, division super-intendents and a number of other offi-cials constitute the party. The officials will inspect every division and when the trip is completed medials will be dis-tributed among the section boston aboving the best kept track. The train will travel in daylight at a start will "We expect a curtailment of busi-iess, and as, fast as this occurs, we will ay off train crews. For the present his will not be done. Our orders are o dispense with every available man-and to stop every piece of construction work on the whole system. We are or-fered to sufferness in very possible fered to suffernesses in very possible ered to out expenses in every possible These orders came from New York, but the officers would not say who issued them. E. H. Harriman is the only official of the Union Pacific higher than

will travel in daylight an a will cover 1.592 miles, two seal if he consumed. The complete stane branch, and all tracks nor a nod between Green River, Wye., and Sparks, Nev., are included in the impection. ing for the purpose of securing railway freight rate advantages based on
alleged water competition.

To put an end to this abuse and
practice, every inland commercial organization in the country west of the
Missouri river has signified his inten
Missouri river has signified his inten-

Thursday

Extraordinary Special of Sample Line of Coats. While they last

Extraordinary saie, sample coats, values up to \$16.50, go in this immense sample line; also a line of broken sizes from regular stock, all cast into this one lot. They are beauties, but you must come early.

ONE HUNDRED AND FIFTY IN THE LOT, composing the plain all wool broadcloths and kerseys, and a line of beautiful fancy mixtures, full loose, box back, all

nicely trimmed with braid and velvets. You want to put off all other engagements for this big sale. -Don't come late and be disappointed. Remember, values up to \$16.50 to go

G-273

rear on account of the shorter hours and cold weather.

"We have been doing an exceedingly large amount of improvement work," explained Mr. Mohler, "and have put our property in the best physical condition it has ever known. Therefore, the opportunity for reducing forces earlier than usual has been acted upon, and on account of the present national conditions unquestionally a wrong motive has been applied.

conditions unquestionably a wrong mo-tive has been applied.

"We are only doing that which comes from natural conditions and in line with the general practise of all railroads at this season of the your.

"We are continuing all improvement work which can be done to advantage, and which we can utilize, and work which cannot be carried on at normal

GREAT MIXTURE, THIS.

The railroad which the Southers Pa-

fific company is building down the Pacific slope of Mexica is using mater-als supplied from many countries. The ties are being brought from Japan.

The ties are being brought from Japan, the steel ruils from Bilboa, Spain and from Belgium; the coal used in the locomotives is from Australia; the grading machinery is from Germany, and the laborers are imported in ship loads from Russia, Japan and China. These foreigners work side by side with Yaqui Indians.—Railway Review.

REHABILITATION OF U. P.

Figures have been compiled showing he extent to which the Union Pacific as been rehabilitated in the last four cars. Since Jan. 1, 1904, there have en built 10,700 feet of steel bridging o poplace lighter structures. More

en built 19,700 feet of steel bridging o peplace lighter structures. More han 7,000 feet of the total lakes the lace of wooden bridges. There have een more than 5,000 feet of pile bridges; abolished and fron pipe, masonry not concrete culverts substituted. Executively, have a projuted to \$2,000.

enditures for the last year for bridge obstruction have amounted to \$2,000,
9. Four years ago there were no city that the last in use on the Union acide lines. There are now 360 miles from the rails and 775 miles of 80-ib. The rails and 775 miles of 80-ib. The last 88,
3 tons of new steel rails have been defore from white year orders are been given for new rails for future elivery, the cost of which will amount \$7,360,000. These new rails will be sed for retracking operations and for ne putting down of double tracks between Orders and Ornaha.

NO LAY OFF HERE. Burlington and Northwestern Are Going Ahead in Spite of Everything.

Omaha, Oct. 29 .- The Burlington

& Northwestern, which has head-quarters in Omaha, is proceeding with its work. When asked if the North-western would follow the Union Pacific action, General Manager Walter of the lines west of the Missouri river said:

"No. We are too busy to quit work and in idie."

Ceneral Manager Roldredge of the Burlington lines west of the Missouri river said no more money would be laid out by his road than was usual for the approach of whore; that the finnefal situation was suiting to figure whatever in the affairs of his company.

INSPECTING SHORT LINE.

A special train containing an observa-

ween Orden and Omaha,

expense will be discontinued."





Thursday

Friday.

FOR THURSDAY AND FRIDAY. Thursday is Always a Busy Day ot "The Paris." The Extra Specials Draw the Big Crowds.

A BARGAIN CERTAINLY-A handsome Muff and sixty-inch Throw, in a Brown \$2.89 Coney Fur, a regular \$5.00 set, at...

Made of fine mercerized cloth. trimmed with straps and two three-inch fles, also a two and one-half inch dust ruffle, exactly as illustrated, at



Wasaatch Orchard Company, Ogden, Utah. Cantwell & Sons, Smithfield, Utah. Sugar House Mercantile Co., Sugar, Utah.

Money Counts Now If you don't need it now, you will need it by and by. We recently collected money for all of the following good clients. We can collect some for you if you will turn in your claims The sooner you will bring them the sooner you will have the money. Red

streaks of hone-ty exist in every body Dr. J. K. Clarke, Weiser, Idah Blyth & Fargo Company, Pocatelle Idaho. Ed. Myers, Minersville, Utah. Ambrose Hahn, Gorgoza, Utah. B. T. Montgomery, 159 McClelland

Charles T. Murphy, Wellington, Hotel, City. B. Blackmarr, 175 West Fifth D. B. Hempstead, 125 South Main, Pioneer Nursery Company, Il8 Com-nercial Block, City. Dr. G. W. West, Afton, Wyo. Wood River Times, Hailey, Idaho. Rieger & Lindley, 35 West Second McConaghy & McCartney, City The Emporlum, Murray, Utah. Claude Kaye, 31 North 5th West. Browning Bros., Ogden, Utah. Lorenzo Williams, Murray, Utah. David Warr, Granger, Utah.

D. A. Affleck. 801 First Ave., City, Robb Clothing Company, Namp. O. M B. Company, Logan. Employer's Credit Company, 16 Hooser & Eldredge Bldg., City. Knud Torinsen, 22 E. 5th South, Delisie & Milyin, Los Angles, Cal. E. C. Bagley, Brinton, Utah. R. M. Helt, South Jordan, Utah. Union Dental Company, 218 South Main, City, Union Meat & Greeery Company, W. South State street, City. D. B. Baron, Bingham Cady in J. P. Wymer, Ouray, Colo, William J. Finlinson, Learnington, Utah. J. S. Page, Payson, Utah,

D. Suttton & Co., Park City Ulah.
Alex. Rills, Idaho Falls, Ida.
Baer Bros. Mercantile Company, 243
South Main. City.
W. H. Dunn, Bingham, Utah.
Nicol Long, Murray, Utah.
Mrs. Thomas Grieve, 498 Washington street, Boise, Ida.

MERCHANTS' PROTECTIVE ASSOCIATION

Scientific Collectors of Honest Debts, 77-78-93-94-97.98-99 and 100 Commercial Nat'l Bank Bldg., Salt Lake City, Utah.

FRANCIS G. LUKE, Gen'! Mgr. "SOME PEOPLE DON'T LIKE US."

You buy at a store that does not advertise, you are giving your patronage to a store that has not asked for it-and, not caring enough for it to seek it, will, presumably, care no more about keeping it.

P ERHAPS your printing bills should be lower -perhaps higher. Tyour printing should be "right." And if it is, your bills are apt to be. All will be "right" if we do it.

The DESERET NEWS